APRIL 1960

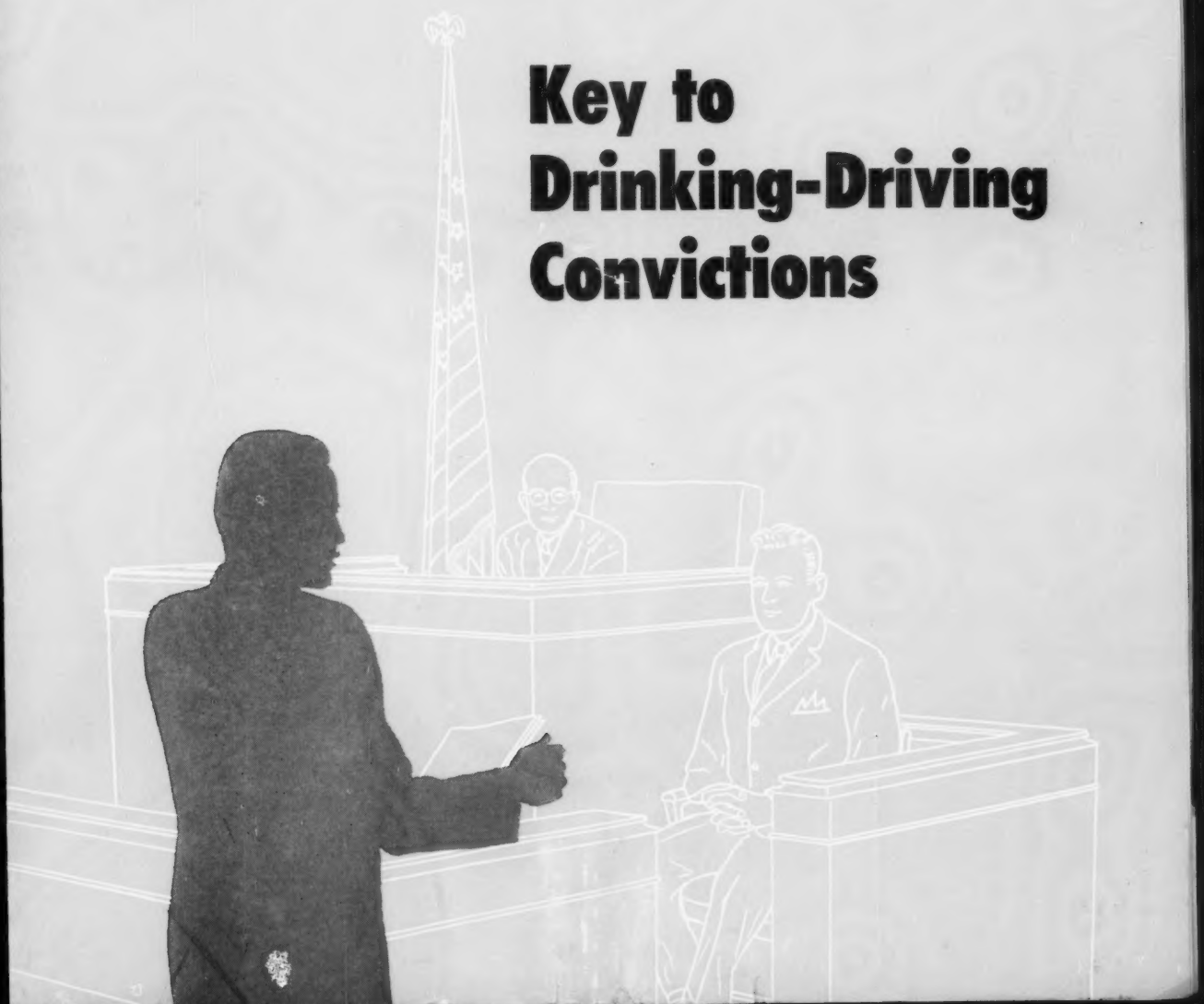
# Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

## Skid Testers Sweat for Safety

# THE PROSECUTOR—

## Key to Drinking-Driving Convictions



# ON THE ROAD TO SAFETY WITH...

SAFE DRIVERS
Read and heed
YIELD
RIGHT OF WAY
20
Sometimes even this is TOO FAST!
Drive according to weather, traffic and road conditions
HILL
RAIL ROAD CROSSING
DEADLY PLACES to pass
DON'T CROWD YOUR LUCK
Follow at a SAFE distance
DANGER LURKS AT BLIND CORNERS
DRIVING PROBLEMS - BIG OR SMALL
KEEP YOUR EYES ON OUR PUPILS
DEMAND ATTENTION - CHECK 'EM ALL
SIX or SIXTY
Look out for us — we may not be looking for you.
Courtesy
IS A GIFT YOU CAN GIVE ALL YEAR LONG
DEFENSIVE DRIVING
A Good Thing to Keep in Mi

# DASH STICKERS

**mini-sized safe-driving posters that ride right along with your driver**

*Dash Stickers:* Bright safety illustrations and captions that go on the vehicle dashboard — where they do the most good.

*Dash Stickers:* Easy to apply. Just remove the protective coating and slap on for a sure stick! And it peels off just as easily and quickly.

*Dash Stickers:* Help to keep bus, truck, passenger-car drivers safety minded. Sold in sets of 12. A new and different sticker for each month. Order sets today.

**ORDER FROM—**
**NATIONAL SAFETY COUNCIL**
425 N. Michigan Ave., Chicago 11, Ill.

| *Quantity* | *Price Per Set* | |
|---|---|---|
| Single | $1.30 | |
| 2 to 9 | .95 | Stock No. |
| 10 to 99 | .75 | 262.60 |
| 100 to 999 | .66 | |
| 1,000 or more | .60 | |

Sold in sets of 12 stickers. Prices subject to 10% discount to Council Members.

# *Stretching the long arm of the law in New Orleans*

NEW ORLEANS, LA. — Here's a city that's growing by leaps and bounds. In fact, by total area (363.5 square miles) it's the nation's third largest. A fleet of 49 Harley-Davidson Solos range far and wide keeping law and order in this sprawling metropolis.

## *Harley-Davidson Solos get around more*

# ...bridge the gap between you and trouble

Solo-mounted officers really do get around . . . around all obstacles. Nothing stops these mobile vehicles from getting through to the spot where they're needed — always poised to strike swiftly whether in crowded traffic or on busy expressways and fast-moving highways.

And no other police vehicle is more versatile. Use Solos on traffic control, criminal apprehension, residential and school patrol, daily emergencies, calamities, special duty, parade and escort duty. With communities *spreading out* and at the same time *spreading thin* your personnel, it is this flexibility that allows you to get the most out of your equipment dollars.

The Solo for 1960 is better than ever. Mobile radio-phone, speedometer clock control, siren and pursuit lights are improved features — add teeth to law enforcement. Call your Harley-Davidson dealer. Or write Harley-Davidson Motor Co., Milwaukee 1, Wisconsin for informative new brochure, "Intensive, Effective, Impressive Police Mobility."

## *HARLEY-DAVIDSON*

*Police Motorcycles*

Circle Item No. 1—Reader Service Card

# "CLOSE SHAVE"

## in the classroom

### Drivotrainer teaches safer driving habits, better judgment without risking lives or property

For beginner or veteran, the *real* test of driving ability lies in an emergency! That's why students in high schools using the Aetna Drivotrainer system as a basic part of the driver education program are better, safer drivers. The Drivotrainer, an electro-mechanical training device, permits students to "drive" through all kinds of situations—face emergencies only a life-time of driving experience could duplicate. Conditioning students to react *instantaneously* and *correctly* is done in the classroom—without risk to life or property. Used in conjunction with dual-control on-the-road instruction, the Drivotrainer saves *teaching costs*, saves *time*, and saves *lives*.

With increasing need for expanded driver education placing more demands on teachers' time, high schools everywhere seek ways to teach more students better, faster and at lower cost. Here are three important advantages the Drivotrainer offers:

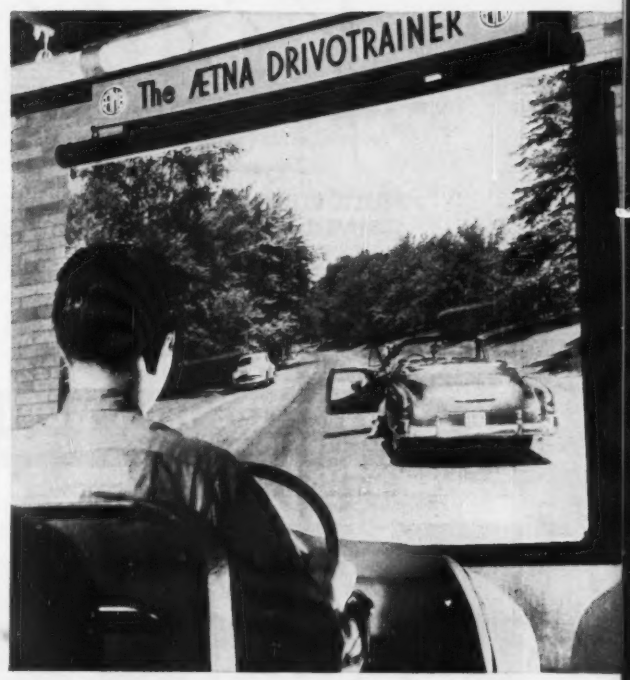
Better educational value—teaching basic driving skills, developing safer driving attitudes in a wide variety of learning situations.

Higher level of student proficiency—permitting instructors to drill students in facing emergencies until satisfactory level of performance is achieved.

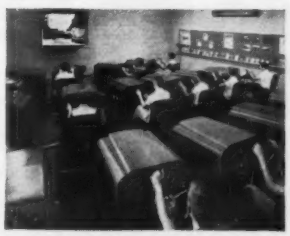
Lower per pupil costs—multiplying the number of students that can be taught *without* increasing the teaching staff, making reduction of dual control on-the-road time possible.

**Rockwell extends service to schools** by manufacturing and distributing the Drivotrainer system which was developed as a public service by the Aetna Casualty and Surety Company. Working closely with a panel of nationally known educators, Aetna perfected the Drivotrainer at a considerable investment in time, money and effort. Now, with its effectiveness fully documented by educators, the Drivotrainer is taking a place in more high school driver education programs —and is used by the U.S. Air Force in re-training experienced drivers.

Rockwell will continue to provide the same quality of product and of service which has won for Delta Power Tools a place in 72% of U.S. school shops, and that has made Rockwell measurement and control instruments the standards of quality in their fields. For further information on the Drivotrainer and Deferred Sales Plan, write: Rockwell Manufacturing Company, AVM Division, Dept. 407D, Pittsburgh 8, Pa.




*No risk is involved* when "emergency" is on film and student is at the wheel in the Drivotrainer classroom.



**Students "drive" stationary cars** equipped with all essential instruments and controls. Manipulative skills are developed as students become acquainted with basic traffic patterns taught through specially prepared film series.

**Recorder and film projector** are contained in central unit. Automatic scoring system prints actions of each student on master sheet, enabling instructor to follow individual performance.

DRIVOTRAINER

another fine product by

ROCKWELL

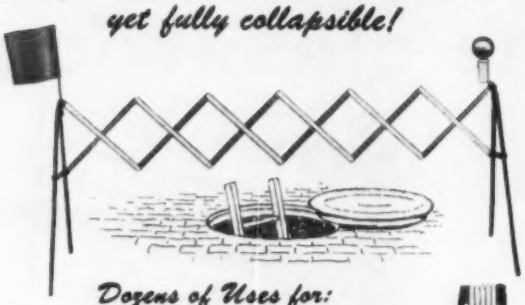
Circle Item No. 2—Reader Service Card

Circle Item No. 3—Reader Service Card

GUARD-GATE PATENTED

ALL-STEEL SAFETY BARRICADE

Ready for instant service in seconds . . .
yet fully collapsible!



Dozens of Uses for:

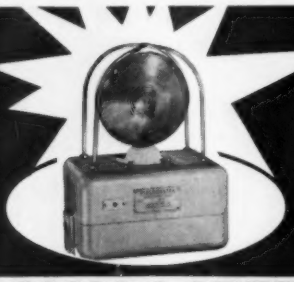
PUBLIC UTILITIES — INDUSTRIAL PLANTS
CONTRACTORS AND SERVICE UNITS — POLICE,
FIRE AND HIGHWAY DEPTS.

GUARD-GATE is made of reinforced steel — built to last. Comes complete with warning flags, reflectorized center sections and brackets for flasher lights. Stands 36" high; available in 4, 6 and 8 ft. lengths. Collapses for quick storage in heavy-duty, fibre board shipping-carrying container. Write for free folder.

Closed

WEST SIDE IRON WORKS, Inc.
327 Front Avenue, N.W. — Grand Rapids 4, Michigan

ROAD BLOCK LIGHTS



CARPENTER FLASHMASTERS
SPECIALLY DESIGNED FOR TODAY'S HIGH-SPEEDS

Illustrated at top of ad is Type NXA-7 with huge 8" lens and transistorized circuit for new high in significant light output. Above, NXA-360 for 360° coverage.

SEND FOR COMPLETE SPECIFICATION SHEET
dealer and rental agency inquiries invited

ENTIRELY NEW DESIGNS

Built to give the most light for the least money . . . initially and over the years. Cuts bulb replacement, battery changes, and servicing down to new lows . . . brings warning impact and performance to new highs!

TWO COMPLETE LINES

Choose the best types for your specific needs . . . unique transistorized neon-lamp units for highest power or economy types to withstand rugged use and abuse. One-way, two-way, and 360° coverage types . . . automatic and radio controls available.

CARPENTER MFG. COMPANY
626 Bradley Street, Somerville 45, Mass. Telephone MOnument 6-4300

Circle Item No. 4—Reader Service Card

## COMING EVENTS

**April 5-7, Pittsburgh, Pa.**

Thirty-fifth Annual Western Pennsylvania Safety Engineering Conference and Exhibit (Pittsburgh Hilton Hotel). Contact Harry H. Brainerd, executive manager, Western Pennsylvania Safety Council, 305 First Federal Bldg., 600 Grant St., Pittsburgh 19, Pa.

**April 8-9, Albany, N. Y.**

Fourth Annual Conference of the Driver and Safety Educators Association of New York State (Sheraton-Ten Eyck Hotel). Contact Harvey E. Clearwater, Shaker High School, Newtonville, N. Y.

**April 11-13, Los Angeles, Calif.**

Seventh Annual Western Safety Congress and Exhibits (Ambassador Hotel). Contact Joseph M. Kaplan, manager, Greater Los Angeles Chapter, NSC, 3388 W. 8th St., Los Angeles 5, Calif.

**April 12-14, Detroit, Mich.**

Michigan State Safety Conference (Sheraton Cadillac Hotel). Contact Ben Duguid, All State Insurance Co., Box 5300, Seven Oaks Station, 16130 Northland Dr., Detroit 35, Mich.

**April 12-14, Buffalo, N. Y.**

Twentieth Western New York Safety Conference and Exhibit (Hotel Statler-Hilton). Contact Clifford H. Seymour, Western New York Safety Conference, Box 315, Niagara Falls, N. Y.

**April 19-21, Columbus, Ohio**

Thirtieth All-Ohio Safety Congress and Exhibit (Neil House). Contact Arthur W. Moon, Congress Manager, 3rd Floor, 400 S. Front St., Columbus 15, Ohio.

**April 21-23, Boiling Springs, Pa.**

Eleventh Annual Conference of the Pennsylvania Association for Safety Education. Contact Raymond M. Pecuch, Box 692, California, Pa.

**April 27-28, Indianapolis, Ind.**

Thirteenth Central Indiana Safety Conference and Exhibit (Claypool Hotel). Jack E. Gunnell, Indianapolis Chamber of Commerce Safety Council, 320 N. Meridian St., Indianapolis 11, Ind.

**April 27-29, Gainesville, Fla.**

Seventh Annual Conference on Accident Prevention Engineering (University of Florida). Contact Donald B. Wilcox, Conference Coordinator, University of Florida, College of Engineering, Gainesville, Fla.

**May 2-4, Bethlehem, Pa.**

Thirty-third Annual Eastern Pennsylvania Safety Conference (Hotel Bethlehem). Contact Harold A. Seward, Sec'y-Treas., Lehigh Valley Safety Council, 602 E. Third St., Bethlehem, Pa.

*To Page 50*

# Traffic Safety

Volume 56 Number 4 April 1960

A NATIONAL SAFETY COUNCIL PUBLICATION


## IN THIS ISSUE:


**Traffic Operations:**

Deaths Up In January ..... *by H. Gene Miller* 8
President and His Committee Map Traffic Safety Strategy ..... 11
The Prosecutor—Key to Drinking-Driver Convictions *by Edward C. Fisher* 12
Community Seat Belt Program Launched In Indiana ..... 15
Skid Testers Sweat For Safety ..... *by Jack Trimble* 16
Drinking and Driving (Fact Sheet) ..... 20

**Public Support:**

Impact Sells the Story ..... *by Frank Ahlgren* 24
The Legislative Hopper ..... 27

**Motor Transportation:**

Transit's Coach of Tomorrow ..... *by Jesse L. Haugh* 32
Safety Everywhere . . . All the Time ..... 34

**Departments**

Coming Events ..... 6
Today's Traffic ..... 9
Test Talk ..... 10
News From Capitol Hill ..... 22
Boosters ..... 28
Fleet Posters ..... 30
The Traffic Record ..... 37
The Safety Library ..... 42
New Safety Equipment ..... 45
Safety Product Literature ..... 46
The Advertiser's Index ..... 50



**TRAFFIC SAFETY** is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

EDITORIAL

**Editor:** Angela Maher
**Associate Editor:** Gerald Kaminski
**Contributing Editor:** Jack Trimble
**Editorial Director:** Robert Meyer
**Manager, Publications Dept.:** Jack Horner

ART

**Art Director:** Ralph Moses
**Cover Design:** William Wendland

ADVISORY

Bertram D. Tallamy, *Bureau of Public Roads, vice president for Traffic*, E. J. Buhner, The Silver Fleet Motor Express, Inc., *vice president for Motor Transport, National Safety Council;* Harry Porter, Jr., *director, Traffic;* Alfred C. Finch, *director, Motor Transport;* Paul Jones, *director, Public Information.*

ADVERTISING

**Advertising Director:** Robert O. Jones
**Production Manager:** Oliver Mickila

TRAFFIC SAFETY is published monthly by the NATIONAL SAFETY COUNCIL, 425 N. Michigan Ave., Chicago 11, Illinois. Copyright 1960 by National Safety Council. Printed in U.S.A. Entered as second class matter at the Post Office in Chicago, Illinois, under the Act of March 3, 1879.

The subscription price to TRAFFIC SAFETY is $4.50 per year (add 70 cents for foreign charges except to Canada and Pan-American Union). Prices on quantity lots will be quoted on request. All prices subject to a 10 per cent discount to National Safety Council members.

NATIONAL SAFETY COUNCIL
Chartered by the Congress of the United States
Howard Pyle, President
George C. Stewart, Executive Vice President
R.L. Forney, Secretary and Treasurer

Home Office: 425 N. Michigan Ave., Chicago 11, Ill.

San Francisco Office: 703 Market St., San Francisco 3, Calif.

New York Offices:
Field Service & General Information, 60 E. 42nd St., New York 17, N. Y.

Public Service Fund, 639-40 Chrysler Bldg., New York 17, N. Y.


## BETWEEN STOPS

**RECENT telecasts of the Winter Olympics provided millions of Americans with many thrilling moments. Viewers gasped as they watched skiers shoot down icy slopes at 60 m.p.h. to soar over 300 ft. into space. The cost of a slight miscalculation: a collection of broken bones!**

**One might well expect the landscape to be dotted with casualties of the sport.**

**And, according to the *New York Times*, there are quite a few disabled skiers. In fact, in Europe there is a sufficient number of severely disabled skiers —some amputees—so that they hold ski meets among themselves.**

**But strange as it may seem, not one of these athletes was disabled in a skiing mishap.**

**They were victims of plain, ordinary accidents, the kind that happen in our homes, at work — and most of all — on our highways.**

# DEATHS UP IN JANUARY

## First month of 1960 shows 4 per cent rise

**by H. Gene Miller**

JANUARY motor-vehicle deaths were up 4 per cent over last year. The total was 2,870.

This was the second year in a row that the January total had increased over that of the previous January, but the total was still lower than in 1956 and 1957.

The 4 per cent increase in January came on top of a 2 per cent increase in December, prior to which deaths were unchanged or down for four months in a row — during the steel strike.

It is interesting to note that in eight out of the last 10 years, the change in the yearly death total was in the same direction as the January change. This would be a good year to record another exception.

Last year, however, was safer than expected, based on historical patterns, and it is still a possibility that the favorable August-November experience was not a reversal of trend, but rather was a lull occasioned by the steel strike in a trend which is still up.

---

H. Gene Miller is director of the National Safety Council's research and statistics department.

If this possibility is in the area of truth, then extra effort will be required by enforcement officials, the driving public, and everyone concerned with the traffic problem to keep the 1960 total from shooting ahead of that for 1959.

Travel data are not available yet for 1960 but another 25-30 billion increase in mileage is forecast for the year. In the face of this increase in exposure, a lot of better driving will be necessary to hold the line on the death total.

Disabling injuries during January are estimated at about 100,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total several hundred thousand more.

Among 50 states reporting January experience, 20 had fewer deaths than last January, three reported no change and 27 had increases.

Cities registered a 9 per cent increase in January, according to reports from 703 cities over 10,000 population.

Of the 703 cities, 521 had perfect records in January. Four hundred sixty-eight cities reported no change from last year. Decreases were reported by 113, while 122 had more deaths than a year ago.

Of the cities with perfect records in January, the three largest were: Wichita, Kan. (224,700); Grand Rapids, Mich. (212,300), and Hartford, Conn. (187,300).

The three leading cities in each group at the end of January, ranked according to the number of deaths per 10,000 registered vehicles were:

| | Reg. Rate | Pop. Rate |
|---|---|---|
| **Group I (Over 1,000,000)** | | |
| Chicago, Ill. | 2.8 | 7.4 |
| Los Angeles, Calif. | 4.0 | 21.4 |
| Detroit, Mich. | 4.0 | 13.7 |
| **Group II (750,000 to 1,000,000)** | | |
| St. Louis, Mo. | 3.5 | 12.6 |
| Cleveland, Ohio | 4.2 | 12.9 |
| Washington, D. C. | 5.3 | 14.3 |
| **Group III (500,000 to 750,000)** | | |
| Milwaukee, Wis. | 0.8 | 3.4 |
| Minneapolis, Minn. | 1.8 | 6.9 |
| Houston, Tex. | 2.0 | 11.8 |

*To Page 37*

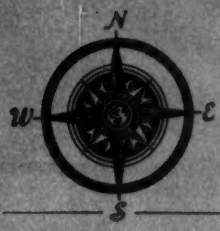
### Leading at the End of January

**States**

| | | | |
|---|---|---|---|
| Alaska | —100% | South Dakota | — 18% |
| Idaho | — 53% | Oregon | — 16% |
| North Dakota | — 44% | Virginia | — 14% |
| Connecticut | — 38% | New Hampshire | — 14% |
| Kansas | — 36% | Pennsylvania | — 13% |
| Arkansas | — 31% | Alabama | — 13% |
| North Carolina | — 30% | Wyoming | — 10% |
| Texas | — 27% | Maine | — 8% |
| Iowa | — 23% | Massachusetts | — 5% |
| Arizona | — 23% | Minnesota | — 2% |

**Cities**

| | | | |
|---|---|---|---|
| Wichita, Kan. | —100% | Portland, Ore. | — 67% |
| Grand Rapids, Mich. | —100% | San Diego, Calif. | — 56% |
| Oakland, Calif. | — 78% | Houston, Tex. | — 50% |
| Milwaukee, Wis. | — 75% | Tampa, Fla. | — 50% |
| Atlanta, Ga. | — 75% | Ft. Worth, Tex. | — 40% |
| Birmingham, Ala. | — 75% | El Paso, Tex. | — 33% |
| Miami, Fla. | — 71% | Minneapolis, Minn. | — 25% |




# Today's Traffic

**Do-it-yourself crosswalk**

A dentist in Los Angeles who complained that he had waited two years for the city to put in a crosswalk near his office finally painted it in himself. The energy was wasted, however, because the city erased the white crosswalk markings—at the dentist's expense ($63.55). In addition he was charged with installing an unauthorized traffic device.

**Double duty stickers**

The City of Highland Park, Ill., uses the 1960 vehicle tax sticker to do a safety education job. On the reverse side is printed the important reminder: "Can you stop in time?"

**Wisconsin's vivid comparison**

While announcing that the 1959 death toll in Wisconsin was the lowest since 1951, the state motor vehicle department added the following interesting information. During the 47 years from 1912 through 1959, auto accidents in Wisconsin have taken 27,644 lives. This toll is close to the present population of Janesville or Waukesha. It is also about equal to the entire population of Green County.

**They're real stinkers**

Item in Hal Boyle's column: In Milan, police carry water pistols with which they can spray—up to 30 yards—traffic violators who fail to halt on command. The pistols contain not water but an evil-odored fluid. And the culprit has to go to a police station to get another liquid that will remove the smell.

**Remember way back when?**

In the old days of motoring, gasoline could be purchased at grocery stores in the daytime and at drug stores at night. The throttle was called a "speeder," the radiator a "cooler" and the carburetor a mixing valve.

**It happened — a final drink**

A Navy petty officer had several drinks at an establishment called "—First and Last Stop." Leaving there about 0100, he drove along Farewell Street at a speed higher than the posted speed limit. He failed to heed a sign warning of a dangerous curve. His car left the street, mounted a curb, struck several trees, and came to a rest against a fence—surrounding a cemetery. He died a few hours later.

# Test Talk

**What if he can't stand up?**

A drinking driver in Turkey gets a good chance to sober up when a traffic officer nabs him. The man is taken to a spot about 15 miles from his car and told to walk back. To make sure he follows through, the officer rides behind him all the way.

**Alcohol and tranquilizers**

A study of the effects of chlorpromazine (tranquilizing drug) and alcohol on coordination and judgment was reported recently in the *Journal of the American Medical Association.* The study was designed to find the effects of these substances in their relationship to safety in automobile driving. It was disclosed that chlorpromazine taken alone caused impairment of performance. Alcohol and chlorpromazine taken together caused more significant impairment. Physicians were urged to warn their patients of the dangers of taking both alcohol and/or tranquilizers and then attempting to drive an automobile.

**New publication**

The American Medical Association recently finished a *Chemical Tests for Intoxication Manual* which is now available for distribution. This 103-page manual is a valuable contribution to the literature in the field.

**Parliament is on ball**

Soon after the British Medical Association's acceptance and endorsement of the Breathalyzer—breath-alcohol testing device—a bill providing for compulsory blood and breath tests for drivers and pedestrians was introduced into Parliament.

**Fit penalty to offense**

Iowa State Public Safety Commissioner Donald M. Statton has suggested repealing the present Iowa law dealing with driving while under the influence. He would substitute a law providing a scale of penalties corresponding to the amount of alcohol in the blood. Large fines and license suspension would be imposed on drivers whose blood shows a large concentration of alcohol.

Statton said, "It makes sense to punish a motorist in proportion to the amount his driving ability is affected." He also said the system would place DWI in the category of a traffic offense rather than a drunk offense." His system also contained an implied consent provision for submitting to a blood test if suspected of drinking and driving.

# President and His Committee Map Traffic Safety Strategy

PRESIDENT EISENHOWER called for sharply intensified application of proved accident prevention techniques to reduce the traffic toll when he addressed his President's Committee for Traffic Safety which reported to him in January after an intensive two-day re-examination of its Action Program.

The President had previously issued an executive order defining the status of the committee.

The committee told the President that it was "more convinced than ever that the principles of the Action Program are right," and that greater success depends upon more universal application of its nine basic objectives, plus maximum public support.

With this in mind, the committee is setting up sub-committees of traffic safety authorities to re-examine the Action Program in order to determine the possible need for revisions of detail to fit changed situations and new developments.

Also, because the committee recognizes that success in traffic safety demands public support, it is preparing to popularize the terminology of the technical phases of the Action Program so that they will be more widely and readily understood, and thus more widely applied.

The President approved the committee's plans and expressed his particular gratification with the work done by the volunteer groups and information media throughout the country.

In referring to the heavy 1959 traffic toll the committee's report said:

"Obviously, this grievous record is of deep concern to your committee and to all organizations engaged in accident prevention programs. Yet, up until last August, an even worse toll had been expected. . . .

"There can be no question that traffic casualities would have been shockingly higher had it not been for the continuing efforts of public officials and private safety groups to deal with the ever-increasing accident exposure created by more vehicles traveling more miles.

"In contributing to these efforts, your committee has been guided by your original counsel that it utilize the resources and capacities of existing organizations in achieving the objectives of the Action Program."

The committee said that these existing organizations, through their executives and staff have supplied knowledge, talent, experience and much of the financing for projects sponsored by the committee. Such support has made possible continued progress in the formation and strengthening of state and local citizen organizations in support of the Action Program. There are now 21 state and 85 community safety organizations with full-time staff.

The report also acknowledged aid from these groups in working with the American Bar Association to stimulate programs to raise the quality of the nation's traffic courts.

"In the field of legislation," the report continued, "one of the promising developments of the year was the creation in three state legislatures of continuing joint committees to maintain a year-after-year watch on the traffic situation and to plan ahead for needed legislation."

These states were Minnesota, Michigan and California. The idea had been advanced at four regional seminars for state legislative leaders, sponsored by the committee in the fall of 1958. It was also presented to the Western and Midwestern Committees of the Council of State Governments at Kansas City last fall.

Legislative seminars will be held again this fall, in preparation for the 1961 sessions of state legislatures.

The committee expressed its conviction that the accident situation can be vastly improved by a more vigorous and intelligent application of the tested techniques of the Action Program, as stated in its nine-point program:

1. Enactment, by every State and community, of sound, uniform traffic laws and ordinances.

2. Fair, firm and impartial enforcement of these laws and ordinances by properly trained and adequately equipped State and local police forces.

3. Traffic courts that dispense fair and impartial justice, fostering respect for the law and support for its enforcement.

4. Reasonable but strict requirements for obtaining and retaining a driver's license.

5. Development, by all states and

*To Page 50*

**President Eisenhower chats informally with members of committee. From left to right: Robert R. Snodgrass, president, Atlas Auto Finance Co.; Gov. J. Caleb Boggs of Delaware; T. S. Petersen, president, Standard Oil Co. (Calif.); Charles F. McCahill, senior vice president, *Cleveland News and Plain Dealer*; William Randolph Hearst, Jr., president, Hearst Publications, Inc. (chairman); the President; Mrs. Raymond Sayre, past president, Associated Countrywomen of the World, and Howard Pyle, NSC president. Members not in picture are Charles B. Shuman, president, American Farm Bureau Federation; and P. L. Siemiller, general vice president, Machinists, AFL-CIO.**

# THE PROSECUTOR

## Key to Drinking-Driver Convictions

by Edward C. Fisher

**The cards are stacked against the prosecutor in drinking driving cases. Jury identification with the defendant, reluctance to revoke a driver's license, and ignorance of what constitutes "under the influence" tend to impede justice. Yet, by careful case preparation and vigorous presentation of evidence, the skillful prosecutor can obtain a conviction. In this article, a noted lawyer and jurist tells what it takes.**

EVER since the automobile began to make its appearance on our streets and highways back around the turn of the century we have been faced by the hazard of the drinking driver. Frightening and dangerous as the "mechanical monster" was as it went noisily along its way, even when driven by normal persons in full possession of their facilities, an intoxicated person at the wheel, manipulating all of this awful power, made the automobile doubly terrifying and lethal. Ever since that time, lawmakers have sought to devise laws calculated to keep such drivers off the road by providing penalties and other sanctions which become more and more severe, but the drinking driver continues to endure.

### Widespread Disapproval

Meanwhile a large proportion of our traffic safety efforts are directed toward him. Even the semi-complacency of the people toward traffic violations in general seems to desert them when faced with the problem of the inebriated motorist who weaves erratically across their path. To many he represents the chief highway menace. He is held in abhorrance because he willfully exposes others to danger by voluntarily incapacitating himself, and in this respect his offense takes on an aspect of *unmorality*.

But despite the whole-hearted feeling of the public revulsion against such drivers in the abstract, the prosecution of cases in which driving while under the influence of intoxicating liquor is charged still remain among the most difficult in which to obtain convictions. Part of this is due to some feeling of self-identification with the accused on the part of many jurors who are apt to be social drinkers themselves. These will retain sharp recollection of incidents duplicating those of the trial, in which they themselves might well have been charged. This is the familiar "there-but-for-the-Grace-of-God-go-I" frame of mind.

Also, as the Supreme Court of North Carolina once remarked, "It is a well known fact that many juries are reluctant to convict drunken drivers because such conviction carries a mandatory revocation of the driver's license. . . ."

---

Edward C. Fisher is associate counsel, the Traffic Institute, Northwestern University.

Part of the trouble with these cases, too, might be traced to the door of some prosecutors who, facing the almost inevitable prospect of a bitter contest in which the defense will be sure to pull out all the stops to protect the defendant's driver license, which often represents his means of livelihood, will "reduce" the charge in order to save the time and trouble incident to a protracted trial. Some of these may defend their action on the ground "the jury would not have convicted, anyhow."

In answer to this argument it is often suggested that it is unfair to blame the jury for failure to convict when it was given no chance to do so.

However, in all fairness to the prosecutors, it must be recognized that the prosecution of driving while under the influence cases presents problems not found in the ordinary traffic case. The nature of the charge practically invites contest since defendants do not relish being branded as "drunken drivers." The issues are more complicated, and this is practically the only traffic offense in which the *condition* of the vehicle operator is the principal element. There is uncertainty in the minds of many persons as to the proper application of the phrase "under the influence of intoxicating liquor," and they fail to differentiate it from the more familiar state of being *drunk*, in the sense of being in a "fall-down" state of inebriation.

### Proper Preparation Indispensable

Too many prosecutors have failed to keep abreast of developments in the field of alcohol tests and techniques of proof available to them in presenting cases of this kind. Some fail to realize that they themselves are the key to obtaining convictions, which, possibly to a greater extent than in most other traffic offenses, depend upon careful preparation and vigorous presentation of evidence.

Proper case preparation is indispensable to the successful prosecution of these cases, and this is the responsibility of the prosecutor. He cannot shift the burden to the police and expect to overcome the strong defense usually to be counted on. Proper case preparation includes intelligent and forceful use of the modern techniques, methods and aids with which science has strengthened the arm of the law in recent years. It also entails close cooperation with the police, through frequent conferences and coordination of effort.

In an article appearing in the January (1960) issue of the *American Bar Association Journal,* Horace E. Campbell, M.D., wrote:

"In prosecutions for driving while under the influence of intoxicating liquor, the prosecutor, more than the judge, is the determining factor as to whether or not there will be a community solution for this particular segment of the motorcar death and injury problem.

"As a matter of practical fact, a large part of the present problem is the failure of the prosecutor to utilize the facts and data that have been long available."

### Elements of the Offense

As defined in the Uniform Vehicle Code the offense consists of (1) a person under the influence of intoxicating liquor (2) driving or being in actual physical control of (3) a vehicle. Under other statutory versions it may be defined in terms of *operating* a *mŏtor* vehicle and requiring that this be *on a public highway*. Of course when such additional elements are set forth, they must be established, otherwise the offense is not made out.

A familiar definition of "under the influence of intoxicating liquor," and one widely followed by the courts, is that a person is in that condition when, because of drinking alcoholic beverages, he has to some degree lost the normal control of his mental or physical faculties. As expressed by a number of the American courts of last resort:

"When a person is so affected by intoxicating liquor as not to possess that clearness of intellect and control of himself he otherwise would have, he is under the influence of intoxicating liquor."

Such modern definitions recognize that such a person is less able, either mentally or physically, or both, to exercise the clear judgment and steady hand necessary to handle as powerful and dangerous a mechanism as the modern automobile with safety to himself and the public. This does not mean, however, that any person who has taken a drink falls within the ban of the statute. If the drink does not cause him to be "influenced" he

cannot be said to be in the condition therein described.

The traditional method of establishing such influence, of course, is by means of detecting objective symptoms, i.e., aberrations in speech, manner or conduct.

Even though the particular prosecution may be brought in the favorable climate of a state which has codified the well-known presumptive levels of alcoholic influence as indicated by chemical tests of body fluids, the wise prosecutor will be careful to establish these ordinary observable symptoms by which we have recognized the effects of alcohol upon human behavior from ancient times.

### Role of Scientific Proof

This is the sort of evidence a jury can readily understand. The use of chemical test evidence can *supplement* this basic proof and, most importantly, establish the *cause* of the condition in which the accused driver is shown to have been at the time in question.

The careful prosecutor will not rest his case solely upon scientific proof. He will not neglect the testimony of witnesses who can establish acts, conduct and other symptoms commonly associated with alcoholic effect. He will not fail to recognize that his is the responsibility of bringing before the jury sufficient proof to enable the jury to say, "Here is proof beyond a reasonable doubt." He alone is in position to present a case so strong in its factual basis that even the "self-identifiers" on the jury must be left with no face-saving doubt as to whether "the influence of intoxicating liquor" was established.

In a few states the offense is still described in terms of driving while "intoxicated" or "in an intoxicated condition," but the courts of those states hold generally that these are to be defined in terms virtually synonymous with "under the influence of intoxicating liquor." For example the Alabama Court of Appeals so held, saying:

"The difference is that of 'Tweedle Dee and Tweedle Dum.' If a man is under the influence of intoxicating liquors, he is intoxicated, and, if he is intoxicated within the meaning of this statute, he is under the influence of intoxicating liquor. There are perhaps as many stages of intoxication as there are varieties of Heinz pickles, and the party affected rarely knows when he passes from one to another. But, in whatever stage he is, if he drives a vehicle upon the public road he becomes a menace to the public and subjects himself to the penalty of the statute." The Oklahoma Criminal Court of Appeals has said much the same thing:

"Of course the attitude of people in general toward the amount of liquor that it takes to intoxicate a person will vary and also as to what facts indicate intoxication on the part of an individual who has consumed the beverage. It may be as contended by defendant that the patrolmen because of the evident complete intoxication of the defendant's companion presume to form their opinion of her intoxication, because of his drunkenness."

### Legal Meaning

The court went on to observe that the accused was not intoxicated in accordance with the view held in some communities that the test is that described by Thomas Love Peacock, an English poet (1785-1866) given to satirical verses and drinking songs:

*"Not drunk is he who from the floor*
*Can rise alone and still drink more;*
*But drunk is he who prostrate lies*
*Without the power to drink or rise."*

The court then continues:

"If we should apply the latter test, then we would be forced to hold that the judgment of the jury was not sup-

*To Page 48*

## Pointers for Prosecutors

**The prosecutor who presents charges in drinking-driving cases should remember:**

- **He has an educational assignment—to make clear to judge and jury the proper standard to be applied in determining whether the defendant was under the influence of intoxicating liquor as charged.**
- **He must recognize the value of circumstantial evidence in proving defendant was the driver or in actual physical control of a vehicle while in such condition.**
- **He must present the facts of his case in such clear and convincing manner that the conclusion of guilt is virtually unescapable.**
- **Proper case preparation is the keystone of successful prosecution, and this calls for close cooperation between the police and the prosecutor's office. Pre-trial conferences should be routine procedure. Police and prosecutor must work together as a team.**
- **He is the representative of *all the people*, engaged in an effort to vindicate their right to have their laws made effective by enforcement, and his primary purpose is to see that justice is done.**
- **He must make effective use of all available legal and scientific aids and keep abreast of the latest developments therein. His clients, the people, are entitled to his best efforts in their behalf.**

# Community Seat Belt Program Launched in Indiana

A YEAR-LONG program to popularize the use of seat belts by drivers in a typical American community is now in progress in Ft. Wayne and Allen County, Indiana. It will serve as a model for community safety belt projects throughout the nation.

Impetus for the project came from three organizations which are sponsoring a nationwide seat belt educational program—the American Medical Association, the National Safety Council and the U. S. Public Health Service.

### Look for Answers

These organizations hope, through the Indiana study, to discover the major barriers to seat belt use and the most effective means of overcoming them. Another objective is to find out how to enlist the support of civic, business and service groups in promoting seat belt use. It is also expected that publicity focused on the campaign will generate nationwide interest in safety belts.

The Ft. Wayne-Allen County area has many features to recommend it as a test location. Ft. Wayne is a self-contained city of 160,000 population. It has its own radio, TV and newspaper facilities and a moderate amount of industrial and transportation activity. There are a number of small towns adjacent to the city. These will be valuable in providing suburban data. The remainder of the county will provide rural experience. The combined city and county population is 260,000—a good size from the viewpoint of managing and evaluating a program.

State and local sponsors are—Indiana State Board of Health, Allen County Board of Health, Ft. Wayne Board of Health, Indiana State Medical Society, Indiana Office of Traffic Safety, Indiana Traffic Safety Foundation and Safety Council of the Ft. Wayne Chamber of Commerce.

Melvin J. Slater has been appointed supervisor of the project, and the cooperation of local officials, organizations and employers has been obtained.

The first phase of the program—the determination of the extent to which safety belts are now used in the area—has already been completed. This was done through a survey conducted during January and February. Special survey forms were distributed at the Indiana License Bureau branch offices in the city and county, and motorists were requested to complete them when they applied for their vehicle license plates. A similar survey will be conducted during January and February next year to find out if the educational campaign has resulted in a noticeable increase in safety belt use.

This is a community-wide program, and the public will be reached through all available channels—schools, churches, places of employment and all types of clubs and organizations.

Slogans, speeches, posters and contests will be used.

Radio, TV, newspapers and special interest publications will, of course, play an important part in blanketing the area with seat belt information.

As each promotional activity is completed, a careful tabulation of public response will be made. In this way the effectiveness of all media and other methods of approach can be evaluated.

### More People Use 'Em

"Twice as many people installed seat belts in their cars in 1959 as in 1958," said Howard Pyle, president of the National Safety Council, in commenting on the Indiana seat belt effort.

"We sincerely hope that this educational program in Ft. Wayne and Allen County will give us answers on how to get motorists to install—and use—seat belts in their cars.

"We believe seat belts offer a greater potential for reducing death and injury on the highway than any other automotive safety device available today.

"Research indicates that use of seat belts in every one of the nation's cars could save 5,000 lives a year and reduce the severity of injuries as much as 60 per cent."

## People in the News

▶ Frank P. Lowrey has been named assistant managing director of the Auto Industries Highway Safety Committee. He has previously served as director of field services. In his new capacity he will continue to direct the committee's field activities.

▶ Paul R. Martz, chief of the Minnesota Highway Patrol, has been named general chairman of the state and provincial section of the International Association of Chiefs of Police. He succeeds Col. James R. Smith, who recently retired as commander of the North Carolina Highway Patrol.

▶ John C. Kerrick, former director of administration of the Oregon Department of Motor Vehicles, has been appointed director of the American Association of Motor Vehicle Administrators' expanded driver licensing program.

▶ Kenneth Melville has been named manager of the Saginaw Safety Council, succeeding Robert J. Fraker.

▶ The following new safety council presidents have been elected: Minnesota Safety Council—Hon. Thomas F. Gallagher, associate justice, Minnesota Supreme Court; Western Pennsylvania Safety Council—R. W. Graham, vice president for operations, U. S. Steel Corp.; Safety Council of Greater Youngstown—Charles E. Dern, district plant superintendent of the Ohio Bell Telephone Co.; Missouri Safety Council—Lewis H. Antoine, resident vice president, the American Insurance Corp.

## Northwestern Grants-in-Aid

Thirty-two grants-in-aid will be provided by the Insurance Institute for Highway Safety to help finance the cost of having qualified law enforcement officers attend the 1960-61 course in police traffic management at the Traffic Institute, Northwestern University, Evanston, Ill.

Bernard R. Caldwell, director of the Traffic Institute, said that the 32 grants will be made in varying amounts up to a maximum of $1,650. The typical grant will be for tuition ($960) but may include additional funds for other expenses.

# SKID TESTERS SWEAT FOR SAFETY

by Jack Trimble

**The fang and claw of today's fierce economic competition in the automotive and allied fields are sheathed when the National Safety Council's Committee on Winter Driving Hazards steps out on the frozen ice of Pine Lake, Wis., to get to the bottom of the performance characteristics on ice and snow of new car models, tires, and other automotive equipment. It's a cooperative deal, with GM, Ford, Chrysler, and American Motors engineers and other representatives working side by side to make America's winter roadways safer for everyone.**

HOW do America's new compact cars—the Falcon, Corvair, Valiant, Lark and Rambler—behave on ice and snow compared with their big brothers?

How about the handling and braking characteristics of our school buses, and big intercity Greyhounds?

What are the best teaching techniques to use in showing beginning drivers how to go safely on ice and snow?

Answers to these questions were the basic objectives of the 1960 testing program of the National Safety Council's Committee on Winter Driving Hazards conducted on the frozen surface of beautiful Pine Lake, near Clintonville, Wis., from January 18 to February 2.

At this writing the carefully swept ice that recently rumbled, groaned and crackled under the weight of big buses, trucks and cars of all kinds is breaking up. Deer are venturing back to the lake shore and the Clintonville residents have fallen back to their warm stoves to talk of fishing and the annual summer run of tourists.

Up there in the land of sky blue waters, where fishing and hunting are about the only logical reasons a good and moral man would be out in the cold, the invasion of Pine Lake by nearly 100 engineers and other representatives of the automotive industry,

insurance companies, truck fleets, traffic safety organizations, universities, high schools and manufacturers of tires, tire chains, and chemicals is almost as big an event as the county fair. This is the tenth year tests have been held at Clintonville, and the friendliness and warmth of the local people is appreciated by committee members who volunteer their time for the frigid and back breaking labor of getting the testing done each year.

"Paw," said one young ice fisherman, "why they change those Greyhound wheels all the time for?"

"Son," his lanky dad said after a spell of thought, "those is engineers out there—Gawd knows what they're up to. Let's git over and look at our tip-ups."

**Test Buses**

They were watching Lew Kibbee, director of the engineering department for the American Trucking Association, and Don Morrison, engineer for the Interstate Commerce Commission, and other hard working committee members changing bus tires during braking and cornering tests.

The Greyhound was tested with new tires, partially worn tires, first regrooved tires, touch-up regrooved tires, circumferential regrooved tires, and with tire chains on the outside of the dual rear wheels. It required approximately a half a day to test each set.

The school bus was tested with smooth or bald tires, partially worn tires, new tires, snow tires, and with reinforced tire chains, both single and dual.

Results of the tests made during January are being reviewed by the committee. The report of findings will be released within a few months.

The reputation for being the hardest working committee of the National Safety Council has been well earned by this group of 32 specialists and the sub-committees selected to assist them.

Their purpose: to gather the facts to help make the job of driving on ice and snow safer—and easier.

The committee's findings have formed the framework for most of the Council's winter driving educational materials for truck, bus and passenger car drivers during the past 20 years. The current safe winter driving booklet published by the Council, entitled "How to Winterize Your Driving," is based on committee research. Prof. A. H. Easton, director of the motor vehicle research laboratory at the University of Wisconsin, is committee chairman.

An organizational meeting was held at the Marson Hotel, Clintonville, headquarters for the skid testers, on Sunday evening preceding the tests. F. W. Petring, chief, vehicle performance branch, U. S. Bureau of Public Roads, served as test director.

**No Soft Job**

Lewis C. Kibbee of the American Trucking Association was given the job of "beachmaster" and responsibility for keeping tests running smoothly and on schedule, a job which at first glance seemed about as easy as getting close order drill out of a can of angle worms. But he performed it with superb skill despite the locust-like inroads of television cameramen, newspaper reporters, news photographers and visitors. His charming wife, Jeanne, was asked to help with data and performed so many tasks so efficiently, including coffee making, K.P., and tour director, that a medal should be struck in her honor.

Other important assignments:

Instrumentation—A. H. Kelly, head of engineering test department, General Motors Proving Ground; William McConnell, manager of vehicle testing laboratories, Ford Motor Co.; Pete Denison, vehicle performance laboratory, Chrysler Corp.

*Turn Page*

**Driver education teacher gets final instruction before tackling turning and emergency stop course**

**Oops! this driver makes mistake of locking brakes, begins long cone-tumbling skid into snow bank**

Three of the compact cars tested stand near 50 year old touring car which starred in a number of television shows featuring the tests

This Greyhound was beached by thin ice during first week

Antique touring car maneuvers course for press photographers

Spudding in—red cloth frozen in ice permanently marks the course

Harry Porter of NSC shows state officials how fifth wheel works

Data—Erving Nielsen, and Charles A. Freeman, vehicle testing laboratories, Ford Motor Co.

Test Drivers—Leonard W. Stelk, Eastern Greyhound, Chicago, Ill.; Joseph Connor, experimental test technician, Ford Motor Co.; Leo Sprague, special tester, General Motors Proving Ground, and John Gamarra, Chrysler Engineering Division, Chrysler Corp.

Supervising test runs and recording data—Tom Miller, General Motors Proving Ground; Don Morrison of the Interstate Commerce Commission; Walter Lashar, American Chain Division of American Chain and Cable Co., and Ed Emond, director of Automotive Safety, Armour and Co.

This year's group was the largest ever to invade the frozen waters of Pine Lake. Forty-two committee and sub-committee members took part in the tests and also helped show 37 driver education instructors from high schools, colleges, and universities from 11 snow belt states the best way to teach beginning drivers how to go on ice and snow.

**Get to "Middle Men"**

The training of driver education instructors is an innovation this year and conforms to committee policy of passing along to the public the things it has learned about winter weather driving. The training phase of the program was coordinated by Ivan Eland, traffic safety specialist with the National Safety Councils' school and college department.

Three two day periods were devoted to showing driver training teachers what committee experts have learned over the years about driving on ice and snow. The teachers will set up similar programs in their home states, and from lessons learned, a special committee will develop teaching guides for national use.

Said educators about the course:

"Coldest cotton pickin' classroom on the continent."

"The initial inability of many of the instructors to safely negotiate passing and obstacle courses, to brake properly in normal and emergency situations and maneuver in snow, demonstrated to us the great need for training of this kind," Eland said. "Most

*To Page 43*

## PENNSYLVANIA GOVERNOR ACTS

Gov. David L. Lawrence of Pennsylvania has announced he will convene the first of a series of annual traffic safety conferences in Harrisburg, April 20, to generate grassroots support for improved traffic safety.

"We need unified support at the citizen level in every community in Pennsylvania if we are going to halt the carnage on our streets and highways," said Governor Lawrence.

"Through the annual traffic safety conference we will provide the leadership for the organization of additional safety councils at the county and city level.

"We will open up to all interested groups the vast resources of the state government. We will supply them with the information and material they need in their local communities to help make every driver safety conscious."

Individuals from every walk of life —including mayors, chiefs of police, highway user groups, the schools and colleges, the clergy, medical and legal professions, farm organizations, civic clubs and women's organizations—in every county have been invited to the conference.

The governor said traffic safety experts will discuss why radar is essential as a modern enforcement tool, the value of and need for chemical testing for intoxication and all other factors that can improve highway safety.

Governor Lawrence recently announced a 13-point traffic safety program for Pennsylvania.

### Newspaper Contest

Student publications and journalists from 10 colleges and universities throughout the country shared prizes totaling $2,100 in the twelfth annual college newspaper traffic safety contest sponsored by Lumbermens Mutual Casualty Co., a division of the Kemper Insurance group.

## INVENTORY ASSOCIATION MEETS IN VIRGINIA

Seventy two officials of Virginia cities gathered in Richmond on January 7 for the 10th annual meeting of the Virginia Association of Traffic Safety Inventory Representatives.

The association was organized in 1950 by W. L. Groth, who was then a captain in the Virginia State Police and the department's safety officer, and who is now Richmond's director of public safety. It was composed of Inventory representatives and the officials who assisted them, and became a permanent group with elected officers, a secretary and an annual meeting.

The annual meeting, held in Richmond, features speakers who are authorities on the various sections of the Inventory, representatives of the National Safety Council and a keynote speaker of national prominence. There is always a round table discussion and questions from the floor.

Speakers at the morning session of the 1960 meeting were: John T. Hanna, Jr., Richmond's assistant director of public safety; George E. Grotz of the National Safety Council; Judge Vernon Hitchings of Norfolk's traffic court; Captain George Everley, deputy superintendent of Alexandria's police; Bernall Clay of the Norfolk School System and J. Duval Lee, Lynchburg's traffic engineer.

The afternoon session included a luncheon and an address by Norman Damon, vice president of the Automotive Safety Foundation. A surprise award was given to W. L. Groth for his foresight in forming the association, which is the only one of its kind in the nation. The Governor's Highway Safety Committee, which coordinates the program, presented certificates to representatives of Arlington, Bristol and Salem for achieving the highest inventory scores in three population groups.

At the annual election, Chief Reeves E. Johnson of the Virginia Beach Police Department was elected president of the association, succeeding Chief R. O. Brooks of the Lynchburg Police Department.

**Norman Damon, vice president of the Automotive Safety Foundation, addresses Inventory representatives at Virginia meeting.**

# DRINKING AND DRIVING

***Here are some facts which can explode some of the myths and misconceptions about alcohol***

**The drinking and driving problem is one of the major factors contributing to motor vehicle accidents in the United States.**

This fact is borne out by many studies of fatal accidents. In a number of states, special studies have shown that as many as half of the drivers involved in fatal accidents had been drinking. A special holiday study by the National Safety Council showed that 55 per cent of a Christmas season's fatal traffic accidents involved a drinking driver.

## Who Is the Culprit?

The drinking driver is too often misleadingly referred to as a "drunken driver." The term is misleading because a driver does not have to be obviously drunk to be under the influence of alcohol. There are drinkers who have mastered the technique of being able to walk straight, talk intelligently and coherently, and give every appearance of sobriety while they are in an intoxicated condition. These people are not called "drunken drivers" because they do not exhibit the stereotyped behavior of the drunk —the staggering gait, the slurred and unintelligible speech, etc.

Nevertheless, these are the people who cause most of the trouble.

**The social drinker, not the drunk, is the biggest problem on our streets and highways. Remember, the social drinkers vastly outnumber the actual drunks.**

Although the social drinker shows little or no sign of being under the influence, his driving ability is definitely impaired because everyone loses some clearness of mind and self-control when small amounts of alcohol are taken.

Most people have the misguided idea that a few drinks will not affect their driving ability. This is a mistake. Drinkers themselves are never the best ones to judge their own ability after a few drinks. The scientific fact is that the critical judgment of a driver and his ability to react quickly in emergencies are seriously impaired after only a few drinks.

When you need to react quickly in emergencies, a clear mind and good reflexes are necessary. Alcohol clouds the mind and slows reaction time, sharply increases the probability of an accident.

## Don't Fool Yourself!

Some people have the mistaken notion that a drink gives a lift or stimulates the drinker, thus making him or her a better driver. Alcohol does not stimulate, it depresses. It depresses the central nervous system and removes inhibitions and social restraints. This is the so-called lift which gives the impression of stimulation.

**Contrary to popular belief coffee or other stimulants will not overcome the effects of alcohol; only time and body processes will accomplish this end.**

A full stomach tends to slow the rate at which alcohol is absorbed into the blood stream, but it doesn't keep the alcohol from reaching the brain. It only delays it.

## Enter the Villain

When alcohol enters the stomach in the form of a beverage, it is absorbed through the walls of the stomach and the small intestine into the blood stream. The blood carries the alcohol to all parts of the body which contain water, including the brain.

In the brain, alcohol first depresses the area of higher functions, which includes judgment, social restraint, etc. Next, it attacks the simple motor functions, reaction time and vision. Balance, coordination and sensory perception are the next faculties to be impaired. Concentrated drinking will eventually lead to stupor, coma and even, if continued steadily, death.

## How Does It Act?

There are several factors which affect the absorption of alcohol into the blood stream: amount of food in the stomach, type of food, type of alcoholic beverage, body weight, drinking habits. None of these factors will keep the alcohol from reaching the brain—although they may slow down or speed up absorption time.

The most important factors contributing to alcoholic influence are the amount of alcohol absorbed into the blood and the amount of time allowed for the elimination of this alcohol. The human body works to change alcohol into food and/or to pass it out of the body, but it can do so only at a relatively slow rate. It is easy, therefore, for a person to accumulate a quantity of alcohol and require several hours to eliminate all of it.

**During the initial absorption period the individual may notice the impairing effects of the alcohol, while during the period of elimination he can be easily convinced that he no longer feels the effects and is perfectly sober. This is a delusion. The individual is falsely comparing his peak feelings of impairment with the declining impairment that he feels as his body eliminates the alcohol from his blood. He is not sober. He is only making a dangerously false comparison.**

The liver is the organ of the body which breaks down the alcohol into usable food. Alcohol is also eliminated through the lungs and kidneys. This combined process takes about three hours for each ounce of *pure* alcohol. In terms of the usual intoxicating beverages, it takes about one hour to eliminate each bottle of beer or each ounce of whiskey.

## How Many Drinks?

**To be safe and sure, *none,* if you are soon to drive your automobile. This does not mean that you cannot have a drink with your dinner and an hour later get behind the wheel of your car. In that one hour most of the alcohol will have been eliminated.**

The more alcohol there is in the blood, the longer you must wait until you can drive safely. Figure one hour for each bottle of beer or each ounce of whiskey.

Some people seem to be able to hold their liquor better than others, and this excuse is often used by those who don't want to believe that a few drinks can seriously impair driving ability. Because of body weight, fatigue, emotional condition or a number of other reasons, one individual may show fewer *visible* signs of effect than another. However, this does not mean that he is less impaired so far as driving a motor vehicle is concerned. Both may be equally impaired.

## Much Ado About Nothing?

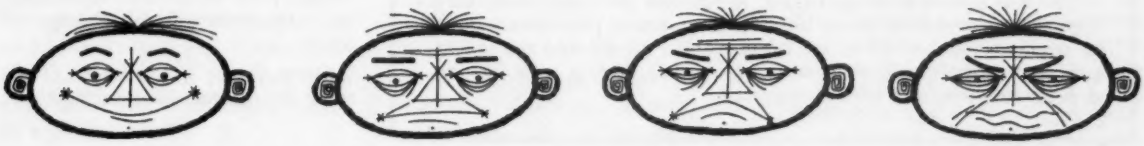
*Hardly!* It is no fantasy that drinking impairs driving ability. Scientific investigations have proved this fact. One study dealt primarily with small amounts of alcohol, and it was shown that accuracy of steering was impaired. Subjects in this study exhibited slower decision making time and increased errors — even though they had taken only a few drinks.

**Other studies have been conducted which show that the hazard of an accident increases with an increase in blood alcohol concentration. This means that a normal driver's chances of having an accident are increased with each additional drink taken within a given time period.**

One study conducted in Toronto, Canada, concluded that when a person has a blood alcohol concentration of 0.15 per cent or above (approximately five to eight drinks) his hazard of accident is about 10. In simple terms, it means that his chance of accident is 10 times greater than with little or no alcohol in his blood under identical driving conditions.

It was also observed in this study that the hazard of accident was nearly three times greater at a blood alcohol level of 0.10 per cent (approximately three to six drinks). With a level of 0.05 per cent (two to three drinks), the hazard of accident was nearly twice as great as when sober.

A good driver is able to judge speeds and distances, follow traffic patterns, make adjustments as traffic flow changes and quickly react to hazards and emergencies. After taking a few drinks a good driver is no longer able to do these things well. He becomes a bad driver, a hazard to himself and to others on the road.



## News from Capitol Hill

**The President**

IN HIS budget message to Congress and in his economic message the President dealt with various safety and safety-related matters. In both he recommended to Congress an increase of ½ cent per gallon in the federal tax on highway fuels "to support the highway [construction] program at an increased level." The President asked Congress to continue a 4½ cent gas tax until June 30, 1964.

**Traffic Safety**

The President issued an executive order formalizing the President's Committee for Traffic Safety, originally established in 1954 "to advance the cause of street and highway safety." He assigned these duties to the committee:

1. To promote state and community application of the action program.

2. To revise and perfect that action program in accordance with the findings of further research and experience.

3. To develop effective citizen organization in support of public officials with action program responsibilities.

4. To cooperate with federal, state and local officials, and interested national organizations to adopt uniform traffic laws and ordinances and conduct balanced traffic safety programs.

5. To aid citizen leaders to plan and guide nationwide traffic safety educational efforts.

On receiving a report from this committee, the President urged "sharply intensified application of proved accident-prevention techniques to curb the nation's traffic deaths." (See Page 11.)

Supreme Court Justice Tom C. Clark proposed a three-point program to eliminate the reckless driver "before he eliminates us." His proposals emphasized: as safe an automobile as possible, including inspection laws in all the states; compulsory driver-education programs in all high schools; and improvement of the traffic court system.

Air pollution continued to be of great concern. The President advised Congress that the Secretary of the Department of Health, Education and Welfare would propose legislation "to authorize greater federal leadership in combating air pollution." Dr. R. A. Prindle, chief of the Public Health Service's air pollution medical program, warned that "the overall effect of air pollution on the economy, health, and welfare of the people may become a disaster."

He said "further projections of traffic volumes point to the conclusion that the level of lead in the community air will increase until changes in fuel or traffic are made."

In commenting on press reports that automobile manufacturers intend to install an air pollution-reducing device on all new cars offered for sale in California, beginning with the 1961 model, Sen. Richard Neuberger (Ore.) asked: "What about the rest of us?" and suggested that "the auto manufacturers give us all a break."

Congressman Kenneth Roberts said he hoped the device would be installed as standard equipment on all 1961 models.

**Motor Transport**

The ICC amended its regulations: to add new provisions concerning required and prohibited use of turn signals; to amend provisions relating to required and prohibited use of directional signals and the use of emergency signals; and to amend requirements dealing with lighting devices, reflectors, and electric equipment.

## Men's Groups Plan Action

Leaders of national men's organizations met with representatives of the National Safety Council in Chicago in mid-February to explore ways in which their organizations could lend greater support to the safety movement.

Representatives of Rotary, Kiwanis, Lions International and Optimists attended the meeting.

In welcoming the group, William G. Johnson, NSC's general manager, spoke of the fine work being done by many of their organizations and the great potential of service organizations as a whole in the war on accidents. He discussed the world in which safety must operate in the next 10 years.

He said, "*Personal* salesmenship is a must in any effort to change attitudes. Therefore, the voluntary citizen associations are an indispensable link in any successful safety 'sales chain'."

He stressed the Council's desire to provide effective safety services to help volunteer groups, explained NSC staff organization and conference structure and discussed the place of volunteer men's organizations in the total accident prevention picture.

Marvin Nichol, manager of civic leadership services, presided at the working session.

The first speaker at this session was Paul Hill, assistant general manager. He said every organization has a stake in community safety. It is within its power to mold public opinion, give public support and conduct a project. However, he stressed the importance of determining the community's needs before undertaking public support or launching a program.

He suggested that, in order to avoid waste effort, a group should follow these steps in undertaking a project: Find out what needs to be done; determine if it is practical for them to become involved in this activity; develop a plan; work with officials; keep the public informed, and appraise the results.

Harry Porter, Jr., manager of the traffic department, discussed the trends,

*To Page 50*

### Carey Receives Honorary Degree

Walter F. Carey, chairman of the board of the National Safety Council and president of Automobile Carriers, Inc., received an honorary doctor of laws degree from Wayne State University, February 4.

Carey has been associated with trucking, transport and carrier services for more than 30 years. He was cited for his work with church and philanthropic groups and national transportation and safety associations.

---

### Center for Safety Ed Offers Grants-in-Aid

Six grants-in-aid, totaling $2,500, for full-time graduate study in safety education are offered by the Center for Safety Education, New York University.

Research, teacher preparation, personnel administration, public and private transportation are among the areas covered by the grants, made available by the Insurance Institute for Highway Safety. The grants cover tuition costs for two semesters and recipients are also assigned duties for which they are compensated.

In addition, the Center will award several grants of $2,500 for graduate work in the area of traffic safety management at state and metropolitan levels. Provided by the Esso Safety Foundation, the grants will be available to residents of Esso states.

Other grants-in-aid are being offered for partial tuition costs. Persons can apply for a grant for two or three summers.

Appointments are made each April, but applications are accepted at any time. Write: Walter A. Cutter, director, Center for Safety Education, New York University, Washington Square, New York 3, N. Y.

## GM Publishes Youth Magazine

A new magazine, *American Youth*, edited especially for teen-agers with particular emphasis on safe driving practices, has been launched by General Motors.

It is being sent free every other month to newly licensed young drivers at their homes. Two issues, January-February and March-April, have been circulated to a million young drivers.

Each issue contains articles on hobbies, sports, school activities, vocational guidance, outstanding teen-agers and other stories of general interest to youngsters as well as an article designed to promote safe driving habits among the nation's young motorists. Future issues will follow the same pattern.

In commenting on the magazine, Howard Pyle, president of the National Safety Council said: "The new magazine *American Youth* is to be complimented for its realistic emphasis on American youth at its best. Nothing could be more refreshing."

When a youngster receives his driver license, he is put on the magazine's mailing list. He then receives a letter from John F. Gordon, president of General Motors, advising him or her that the magazine is being sent. The letter welcomes the teen-ager to America's highways and reminds him that driving is a responsibility as well as a pleasure.

"You probably are already aware of the many new things opened to you by this privilege of driving yourself rather than riding with others, and no doubt have been looking forward to it for some time," Mr. Gordon's letter states. "I am sure you also realize that this license carries with it the responsibility to drive safely and to respect the rights of the many millions of other drivers."

The magazine is being published for General Motors by Ceco Publishing Co., a division of Campbell-Ewald. John H. Warner is editor.

---

## Evanston Has 781 Deathless Days

Evanston, Ill., has set a new nationwide record of 781 days without a traffic death. This achievement was hailed by the National Safety Council as a "spectacular contribution" to traffic safety.

"This is the kind of safety the average man can understand," said Howard Pyle, Council president. "It offers practical proof that the traffic toll can be controlled if enough people really want to control it."

In a telegram to Mayor John R. Kimbark of Evanston Pyle said:

"This record could not have been made without the wholehearted support of everyone involved—your public officials, your police department, your traffic engineer, your traffic courts, your local safety council, your schools, churches, civic and fraternal groups—and, most of all, by the people of Evanston who have made good traffic behavior a way of life."

The previous all-time deathless day record made by an American city was set by Detroit in 1944, when it went 34 days for a total of 59,500,000 deathless mandays. Evanston's deathless manday total as of midnight Wednesday, February 17, was 59,512,200.

# IMPACT sells the story...

*to the editor first and then to the public —whether it's straight news or a special feature such as the dramatic picture above*

by Frank Ahlgren

ONE thing seems certain—good salesmanship is still required to sell traffic safety.

The public just isn't interested in buying warmed over facts and figures on highway deaths and injuries dished out periodically by safety organizations. As proof of the public's apathy, take a look at last year's record: 37,800 deaths and 1,400,000 disabling injuries.

This is all the more reason for developing a super sales pitch for safety.

Automobile accidents are the greatest killers and manglers in America. Families suffer grief and hardship when a loved one dies from cancer, heart disease or other illness. Suffering is just as great and a person is just a dead if he is killed in a motor accident.

The question, then, is how best to sell safety?

The job rests primarily with local, state and national safety organizations. Newspapers, radio and television stations are not only willing, they are eager to assist.

### Two-Way Traffic

A newspaper not only has the opportunity but the responsibility to arouse the public conscience. Safety councils have an equal responsibility to provide accurate, fundamental information that serves as the prod.

In most instances, safety councils are doing a creditable job in promoting safety. But safety movement workers—both professionals and public-spirited citizens who form the backbone of safety councils — must realize that lip service alone won't bring about a truly safe community.

The old adage that a picture is worth 10,000 words still holds true. But 10 million words written about traffic safety is a mere drop in the bucket.

So, why don't safety councils adopt the "saturation selling" technique?

Saturate the public conscience as to what a monster killer the automobile can be. Throw horror pictures at the public. Statistics won't tell the story. Dramatize the cruel effects of an auto-accident—the untold pain and suffering, disfigurement and maiming, curtailed earnings and burdening debt, broken homes and orphaned children.

Many newspapers, especially morning publications, are sometimes reluctant to publish "horror" pictures. Blood and mangled bodies are hardly appealing at breakfast time.

This, then, only highlights the need for more initiative on the part of safety council workers. They are going to have to find more ways and newer approaches for translating traffic safety ideas into action in their own communities.

### A Working Relationship

Generally, most metropolitan newspapers have a reporter whose duties will include writing about traffic safety news and features. While this reporter may contact the local safety council only periodically, the safety council should take it upon itself to keep in frequent contact with the reporter.

Foreign, domestic and local spot news have increased the competition for space in today's newspapers. But there isn't a newspaper in the country which isn't always on the alert for a stimulating feature story idea and the field of traffic safety is wide open.

Aggressiveness should be a prime qualification for any professional safety council worker. Not only should he initiate ideas, he should be ready to accept ideas and put them in motion.

And if there isn't complete cooperation in your community between the safety council worker and public agencies, then you might as well close the doors of your council office and forget all about traffic safety.

As an example of the aggressiveness and co-operation I am speaking about, let me refer to a traffic safety feature published in *The Commercial Appeal* several years ago.

The idea was picked up from a London, England, newspaper which had published a picture showing bodies of men, women and children sprawled over a stretch of a dangerous highway in the suburbs of London. Each body represented a traffic fatality. For its purposes the newspaper had used display dummies.

Our traffic editor, along with our city editor, pondered: couldn't we do something along that line. A call was made to our safety council director, who immediately caught the educational implication. He talked to the police traffic inspector. One of the city's busiest arteries, with a high rate of traffic fatalities and injuries, was selected for the picture.

To add realism, it was decided to use humans as models. The safety director came up with the idea of calling on Red Cross volunteer workers and within a few hours had the men, women and children we needed for the job.

At an agreed upon time for making the picture, a squad of traffic officers halted or rerouted all moving traffic. The models took their places. They sprawled out over a five-block area.

The photographer began shooting his pictures. In less than 10 minutes traffic again was moving over the busy street.

Needless to say, the effect of the eight-column picture appearing in the next morning's edition was startling. We feel that momentarily, at least, people driving to work that morning were a little more careful than usual.

### Lend Your Help

Without the help of the Safety Council the picture could not have been made. I cannot emphasize too strongly the need for all safety movement workers to make themselves and their ideas available at all times when a reporter comes calling.

To be effective, safety councils must have strong citizen support. They also must have the moral and financial support of local government.

Traffic safety is no simple problem. It is one thaat requires constant study. It should be a constant challenge to the minds of the community's most aggressive citizens.

Too often, reporters find that citizen members of safety councils, however sincere in their objectives, regard their responsibility as a now-and-then activity.

The saving of lives through a reduction of traffic accidents cannot be taken lightly. The traffic safety story cannot be told one week a year—and then forgotten. A traffic safety com-

---

Frank Ahlgren is the editor of *The Commercial Appeal* in Memphis, Tenn.

mittee of a safety council cannot spend a year planning a limited and concerted traffic safety drive and expect that limited drive to produce year-long results.

The traffic safety theme must be hammered home daily to the man (or woman) behind the wheel. Safety councils must saturate the public with traffic safety messages until they become fixed in the public's mind.

Newsmen, while aware that budget problems of individual safety councils may be a factor, sometimes wonder if the professional safety worker is qualified to carry out the many responsibilities of his job.

Under ideal circumstances, the paid council director would be one thoroughly trained in all facets of safety.

But often a reporter finds that the safety council director is a water sports enthusiast and concentrates his activities on water safety. Or perhaps he had early training as a member of a volunteer fire department. He naturally would be inclined to devote greater emphasis to fire safety.

### Don't Know? Find Out

So it might be well for safety councils to re-evaluate their staffs. If the director is not thoroughly versed in every phase of safety, he should certainly maintain a complete reference library on all safety matters and have that library readily available to newspapers.

Generally, organized safety councils are doing an excellent job in giving planned assistance to other organizations in safety promotions. Many community councils have made outstanding contributions to traffic safety through their work with service and civic clubs and school safety patrols.

Once a program has started, keep it active. Bombard the public with news about it. Don't be bashful about calling your newspaper's safety reporter. You may not score 100 per cent of the time, but your batting average, through personal contact, will be high.

One word of caution, however: Your newspaper is interested in safety news. Don't let ambitious politicians use your safety council as their own personal popularity vehicle.

## Help Yourself By Helping Newsmen

★ Stop thinking of the traffic safety story as a melancholy recitation of facts and figures about the number killed and injured. People mourn for other people, not for numbers.

★ Remember, accidents happen to people. The important consequences of traffic accidents are human consequences. Newspaper readers are people also, and as such they respond to and are interested in the safety story that deals with other human beings.

★ Get to know the editors of your local papers—particularly the men who have special responsibility for safety coverage.

★ Be aggressive. Initiate ideas and be ready to accept ideas and put them in motion.

★ Know the public officials in your community and be ready to act as intermediary between them and the newspapers in behalf of safety.

★ Traffic safety is not a once-a-year campaign or a now-and-then activity. Newspapers treat news on a daily basis. You should help newspapers treat safety news on the same basis.

★ Maintain a safety library and make it available to reporters. And use it yourself. When a reporter calls on you for information, he expects that you, as a safety specialist, will have an answer.

★ Pick your targets carefully. Aim at your objectives one at a time. Try to coordinate your plans with the newspapers.

★ Remember that there is more to a newspaper than the front page. All departments of the paper—editorial page, women's section, general news columns, features, photo, magazine section, home section, even sports—are open to safety stories.

★ Don't try to insist that every safety story get a grandstand play on the front page. The editor knows his business, too.

★ Never lie to a reporter or try to conceal facts. If newspapermen don't feel they can trust you, you may as well go out of business.

★ Never try to play off one paper against another. You'll lose in the end.

# THE LEGISLATIVE HOPPER

**Twenty-one state legislatures will meet in regular or budget sessions in 1960. There have been rumors of special sessions in at least 10 other states.**

## Driver Education And Improvement Schools

### New Bills Introduced

**Georgia**—*H. 828*—authorizes creation of safety education division in Department of Public Safety and authorizes establishment of program of driver training in public schools.

**Kentucky**—*H. 76*—authorizes enforced attendance at traffic schools in lieu of fine and imprisonment for traffic violation.

**Massachusetts**—*H. 524*—provides financial aid for driver training of persons under 18. *H. 2069*—reimburses municipalities and school districts for one-half the cost of driver education courses.

**New Jersey**—*H. 211*—permits boards of education to conduct driver training courses in public schools.

**New York**—*H. 696*—prohibits issuance of driver license to person under 21 who has not completed course in driver education. *S. 1417*—requires regents of state university to prescribe driver training courses in secondary schools. *H. 2501*—includes driver training as prescribed course of study in certain public schools.

### Action and Additional Information

**Wisconsin**—*SJR 113*—requests legislative council to study driver education program—killed, Senate.

## Radar-Speed Measuring Devices

### New Bills Introduced

**Massachusetts** — *H. 203* — requires that certain vehicles be equipped with speed governors. *H. 859* and *H. 2350*—requires certain vehicles to be equipped with speed governors.

**New Jersey**—*HJR 8*—creates commission to study feasibility of requiring speed governors on vehicles.

**New York**—*S. 530*—prohibits operation of vehicle manufactured after Jan. 1, 1961 unless equipped with governor limiting speed to 75 m.p.h. *H. 1733*—requires governor limiting speed to 75 m.p.h. *H. 2721*—prohibits operation of vehicle registered in state after Oct. 1, 1961 unless equipped with 65 m.p.h. speed governor.

## Juvenile Drivers

### New Bills Introduced

**Kentucky**—*S. 48*—prohibits sale of vehicle to person under 18 unless vehicle is equipped with 45 m.p.h. speed governor.

**Massachusetts**—*S. 41*—prohibits issuance of driver license to person under 18. *H. 878*—regulates time of operation of vehicle by person under 18. *H. 1851*—increases minimum driver age from 16 to 17. *H. 2348*—prohibits operation of vehicle after dark by person under 18. *H. 2351*—relates to issuance of driver licenses to minors.

**New Jersey** — *H. 293* — provides that driver licenses issued to persons under 18 shall permit holder to drive only in company of driver who is at least 18.

**New York**—*H. 377; H. 753, and S. 570* —require junior operator to be accompanied by parent when driving at night. *H. 751 and S. 572*—require parent of applicant for junior license to furnish certificate of necessity therefor. *H. 752 and S. 571*—increase minimum driver license age from 16 to 17. *S. 686*—requires 30-day suspension of driver license of person under 18 convicted of reckless driving or speeding. *S. 1799* — requires junior driver who drives during hours of darkness to be under immediate supervision of duly licensed driver who is over age 18. *H. 2618 and S. 1920*—require person under 18 to be accompanied by parent or guardian who is licensed driver when driving vehicle during hours of darkness. *H. 2625 and S. 1922*—prohibit person under 18 from driving vehicle in any county adjacent to New York City.

## Seat Belts

### New Bills Introduced

**Kentucky**—*S. 61*—requires use of safety belts in front seats of vehicles.

**New York**—*H. 407*—prohibits operation after Jan. 1, 1961 of passenger vehicle manufactured after such date that is not equipped with certain specified safety equipment including safety belts, anchored seats, foam rubber for dash board, telescopic steering rod and non-spring doors. *H. 599 and S. 1385*—prohibit operation of vehicle after Jan. 1, 1961 unless equipped with safety belts for all seats; exempts for-hire passenger vehicles. *H. 1653*—provides certain standards for safety belts installed in vehicles. *H. 1653*—authorizes commissioner of motor vehicles to fix standards for safety

*To Page 47*

J. T. Blalock, president of the Greater Los Angeles Chapter of the National Safety Council, shares a gag line with singer Dennis Day, chairman of the Council's Motion Picture, Radio and Television Committee; comedian Jim Backus, a member of the committee, and Howard Pyle, NSC president. Both artists were presented with Public Service Awards from the Council for their contributions to safety during 1959. Awards were presented at the 21st annual meeting of the local chapter. Eddie Cantor, who was also given an Award, was unable to attend the meeting because of illness.

# BOOSTERS

**USE THESE AIDS . . .**

**Stop Driving Us Crazy** is a new movie produced by the General Board of Temperance of the Methodist Church.

The movie tells the story of Rusty, a strange little creature from Mars who comes down to earth to spy. Rusty looks like a car. He can't communicate with people—he calls them "two legs"—but he can talk to cars.

Rusty is shocked by the things he sees on our streets and highways. Earth people talk about being children of God, putting out pride and envy, being our brother's keeper. We say, "Thou shalt not kill."

But to Rusty's dismay, we say one thing and do another. And every day more cars are wrecked, more people killed.

Rusty gets captured by a "two legs" as he sits in a used car lot gassing with some of his new friends. The "two legs" steers him into situations that would make your engine boil.

At the close of the film Rusty flees in his space ship. "I'm leaving," he says. "But *you*, where are you going?"

*". . . Brilliantly and imaginatively conceived, creatively and cleverly making use of the best modern production techniques and art forms, this animated cartoon is ideally suited to stimulating discussion on traffic safety among teen-agers. Furthermore, the film is positive without being 'preachy.' It can be effectively employed as an audio-visual tool with youngsters belonging to practically any religious denomination or group of denominations.*

*"The National Safety Council is pleased and proud to have had a role as consultant in the production of 'Stop Driving Us Crazy.' As the first motion picture on this subject, produced by a religious group specifically for teen-agers, 'Stop Driving Us Crazy' is a milestone in education for accident prevention.*

*"I believe that every person responsible for the character guidance and formation of a group of young people who are drivers or about-to-be drivers will want to make use of this valuable program device."*

HOWARD PYLE
*President*
*National Safety Council*

It is a 16mm, color, sound motion picture (also available in 35mm). Running time, 10 minutes.

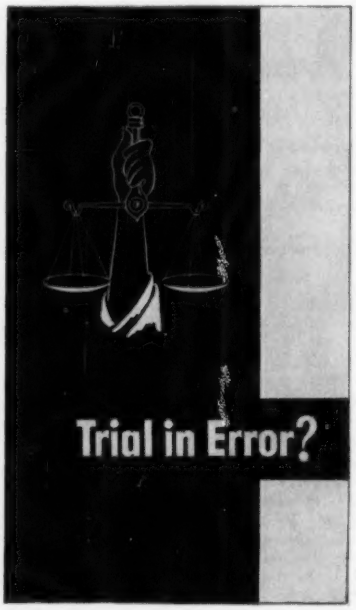
Copies of the film may be purchased for $125.00 from the General Board of Temperance of the Methodist Church, 100 Maryland Ave., NE, Washington 2, D. C. Or they may be rented for $6.00 from the film libraries of The Methodist Publishing House, Nashville 3, Chicago 11, Cincinnati 2, New York 11, Dallas 1, Portland 5, Baltimore 3, Richmond 16, Detroit 1, Kansas City 6, San Francisco 2, Pittsburgh 30.

## Drinking and Driving

### FILMS

**Split Second** — 13 min., b&w, tv/ok. Film shows the results of reaction time tests before and after one drink. There is no doubt even one drink can cause trouble. North Carolina Dept. of Motor Vehicles, New Bern Ave., Raleigh, N. C.

**Death Lasts So Long**—14½ min., b&w, tv/?. Shows the leading statistical causes of traffic death, with emphasis on drinking. Washington State Patrol, State Capitol, Olympia, Wash.




### NSC AIDS

**Now's the Time to Say No!**—A four page illustrated leaflet which encourages drivers to say no if they are driving. In pkgs. of 100, each: 1, $2.90; 10, $2.50; 50, $2.30; 100, $2.20; 200, $2.10. Stock No. 391.69.

# MATERIALS

**ORDERS FOR NEW POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER JUNE 1**

**Trial In Error?**—Points out the protection afforded society by the adoption of a program of chemical tests for intoxication. Four pages, illustrated. In pkgs. of 100, each: 1, $2.90; 10, $2.50; 50, $2.30; 100, $2.20; 200, $2.10. Stock No. 329.22.

**Chemical Tests Protect You** — A TRAFFIC SAFETY fact sheet which explains the how and why of chemical testing for intoxication. Minimum order 50, each: $.05; 500, $.035; 1000, $.028; 5000, $.025; 10,000, $.02. Stock No. 329.96-22.

## Vehicle Checks

### FILMS

**Care Of the Car**—How to check your car for trouble before it begins. Film Library, Ford Motor Co., The American Road, Dearborn, Mich.

**One Way Left**—Presents the arguments for periodic motor vehicle inspection by law. State Department of Motor Vehicles, c/o Your State Capitol.

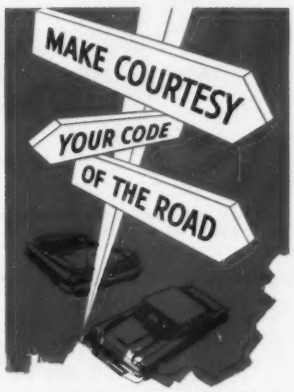
**10 Points For Safety**—13 min., b&w, tv/ok. A community attacks its traffic problem through safety check lanes. North Carolina Dept. of Motor Vehicles, New Bern Ave., Raleigh, N. C.

### NSC AIDS

**Portrait of a Missing Link**—A four page illustrated leaflet which gives tips and information of vehicle maintenance. In pkgs. of 100, each: 1, $2.90; 10, $2.50; 50, $2.30; 100, $2.20; 200, $2.10. Stock No. 391.50.

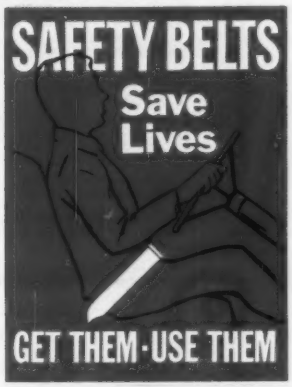
**Is Your Car Sick, Sick, Sick?** — A TRAFFIC SAFETY fact sheet which discusses the necessity for proper vehicle maintenance. Includes a check list of the most important vehicle trouble spots. Minimum order 50, each: $.05; 500, $.035; 1000, $.028; 5000, $.025; 10,000, $.02. Stock No. 329.96-17.

**NEW TRAFFIC POSTERS FOR JULY POSTING**




©NATIONAL SAFETY COUNCIL

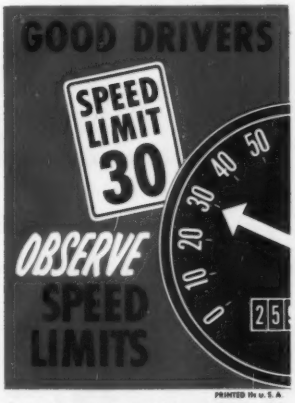
**T-1900-C** 25x38
**T-1901-A** 8½x11½




©NATIONAL SAFETY COUNCIL

**T-1902-B** 17x23

**ALTERNATE POSTERS FOR JULY POSTING**
**(These posters may be ordered for immediate delivery)**




©NATIONAL SAFETY COUNCIL

**T-1638-C** 25x38
**T-1639-A** 8½x11½

©NATIONAL SAFETY COUNCIL

**T-1640-B** 17x23

**PRICES FOR ABOVE POSTERS**

**Traffic Posters—T-prefix to number**

| | 1-9 | 10-99 | 100-999 | 1000-4999* |
|---|---|---|---|---|
| A Size | $0.17 | $0.12 | $0.07 | $0.06 |
| B Size | .30 | .20 | .165 | .132 |
| C Size | .40 | .30 | .24 | .22 |

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on July posters above must be received by May 10, 1960.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

**PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS**

# FLEET POSTERS

## POSTER PRICES

Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

| | | |
|---|---|---|
| City Truck | City Bus | Annual price 1-4 sets, $9.90; 5-49, |
| Intercity Truck | Intercity Bus | $7.80; 50 or more, $6.44. |
| Sales Truck | Taxicab | |
| Truck Terminal | Bus Terminal | |

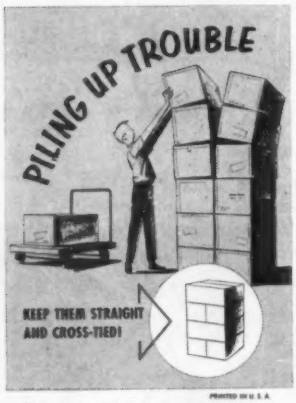
Posters are available for individual selection at the following prices:

| | 1-9 | 10-99 | 100-999 | 1000-4999* |
|---|---|---|---|---|
| A size, any selection | .17 | .12 | .07 | .06 |
| B size, any selection | .32 | .23 | .195 | .155 |

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.

©NATIONAL SAFETY COUNCIL

V-1864-B 17x23




©NATIONAL SAFETY COUNCIL

1019-B 17x23

©NATIONAL SAFETY COUNCIL

1615-A 8½x11½

©NATIONAL SAFETY COUNCIL

1831-B 17x23

NATIONAL SAFETY COUNCIL

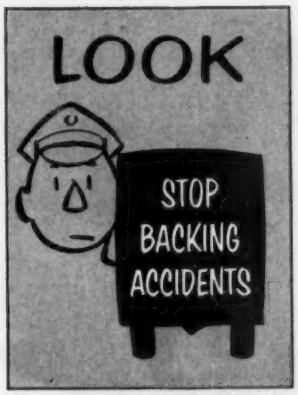
9302-A 8½x11½

NATIONAL SAFETY COUNCIL

0325-B 17x23

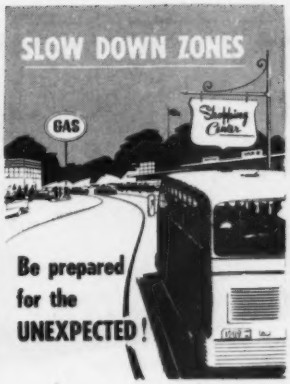
©NATIONAL SAFETY COUNCIL

1399-A 8½x11½




©NATIONAL SAFETY COUNCIL

V-1865-A 8½x11½




©NATIONAL SAFETY COUNCIL

V-1863-A 8½x11½

©NATIONAL SAFETY COUNCIL

V-1050-A 8½x11½

NATIONAL SAFETY COUNCIL

V-9575-A 8½x11½

NATIONAL SAFETY COUNCIL

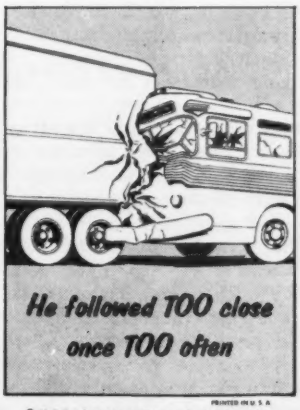
V-7858-A 8½x11½

NATIONAL SAFETY COUNCIL

V-9504-A 8½x11½

©NATIONAL SAFETY COUNCIL

V-1027-B 17x23

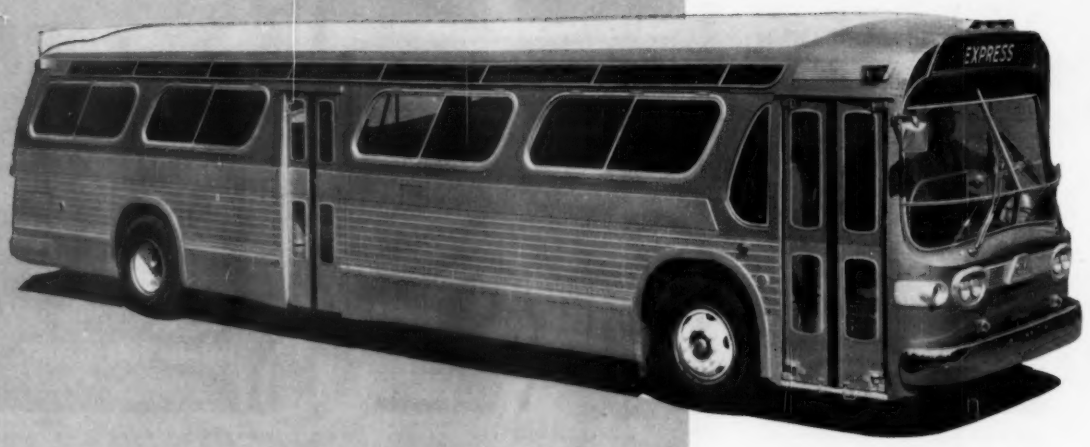



©NATIONAL SAFETY COUNCIL

V-0968-A 8½x11½

©NATIONAL SAFETY COUNCIL

V-1202-B 17x23




# Transit's COACH OF TOMORROW

by Jesse L. Haugh

SAFETY must be the first consideration in transporting people.

It is fundamental to the service transit offers the public.

Safety is the guarantee that transit will carry a passenger to his destination without accident or injury.

This presents a greater challenge when we realize that the major portion of all transit routes is operated on America's busiest, most crowded streets where the greatest accident hazards exist.

Nothing damages our service or causes us the loss of passengers and reputation as much as an accident. An auto accident often becomes only a line of type lost in the center section of the newspaper but the transit accident gains a picture under a banner heading on page one.

As a result, we in the transit industry are constantly studying accidents and analyzing their causes . . . then working assiduously for their prevention.

And we are proud of the safety we offer the public. We advertise it.

Our drivers are qualified as "professional operators" with the implication that their ability to avoid accidents ranks above that of the "amateur."

We teach these operators to be always alert to situations in traffic that could result in accidents. They are taught to detect the development of danger early enough to avoid an accident. We call it "defensive driving."

Several years ago, transit leadership turned its attention to the development of a newly designed motor coach for passengers.

Our main purpose was . . . and is . . . to attract more riders to transit and endeavor to win back many passengers who have left transit for their own automobiles since the end of the last war.

In doing so, we were guided by the experience of the American Railroads which, in the middle 1930's, proved what could be done to sagging passenger traffic with the introduction of streamlined trains.

### Sagging Travel Boosted

By abandoning time-worn concepts of service and equipment, the railroads were able to boost passenger traffic at a time when it was popular to think that the rails had permanently lost much of their passenger traffic. The new streamlined trains developed new travel that just seemed to be waiting for the innovation of vastly improved service.

With the exception of a few important mechanical improvements, such as the automatic transmission and the air-suspension system, transit motor coach design remained basically unchanged for twenty years.

It is believed that the transit industry was long overdue for a "new look" in motor coach design.

Accordingly, a "New Bus Design Committee" was set up within the American Transit Association to study the possibilities of a "new approach" to the subject.

This committee was composed of

Jesse L. Haugh is president of the San Diego Transit System.

the chief executives of a number of the leading transit systems in the United States and Canada, both privately and publicly owned, and representatives of the motor coach manufacturers.

Surveys were made among the staff members and employes of all transit operations in the American Transit Association. These people were asked the question: "Disregarding the matter of cost, what is your concept of the ideal city transit coach?"

The object was to attain a fresh, new approach . . . by people who were intimately qualified, through day-to-day experience, to come up with the answer.

### Objectives Established

These replies were studied by the staff of each of the operations and then compiled for study by the committee. Among the replies, the committee found certain major areas of agreement where improvements were necessary and urgent. From these studies the committee compiled a detailed list of objectives. These objectives, then, were referred to the motor coach manufacturers for study and engineering. This committee is still functioning and has met from time to time with the motor coach manufacturers to consider practical problems of design.

The manufacturers cooperated fully. The Mack Truck Co. was first to bring out a new trial coach, which was unveiled at the St. Louis Convention in 1956, and has been developing toward a new design since then.

All of us in the industry were highly pleased when, last spring, the announcement was made by the General Motors Co. that the "Coach of Tomorrow" would soon actually be in volume production and would be off the assembly lines ready for delivery in fall. It meets practically all of the objectives of the committee.

Passenger safety received important consideration in the design of this new coach.

The very appearance of the coach gives the feeling of safety. The portion of the body below the window line has been made to appear strong and substantial to give the passenger a feeling of security.

The front and rear of the coach are better protected by heavy wrap-around chrome-plated bumpers made of thicker steel than formerly which extend fourteen inches beyond the coach.

Passengers entering or alighting from a transit coach are always a potential accident hazard. To reduce this hazard, steps have been lowered 1½ inches closer to the ground.

The steps themselves are covered with heavily ribbed non-skid rubber matting to prevent slipping. The stepwells are heated to eliminate ice and snow which might jeopardize passenger footing in winter weather.

Sides of the stepwells are anodized aluminum to present a cleaner, brighter appearance and to clearly define the steps. They are floodlighted for added safety at night.

Doors are widened to 30 inches for easier passage. The door contains more glass area . . . nearly three times that of previous models . . . to provide the greatest possible visibility between the operator and passengers at a stop.

Rear exit doors are the push-type which transit safety records have proved safer. While this door is opened, the accelerator brake interlock prevents the vehicle from moving until the door is completely and safely closed. An important design improvement is the lag mechanism which slows down closing, giving passengers ample time to step clear of the door before it closes.

The doors also have a handle for disembarking passengers to grasp while stepping off the coach. Additional handrails and stanchions have been strategically located throughout the coach for the safety of passengers moving about.

### Passengers Can See

Improved passenger visibility is provided through the large streamlined picture windows. The sash is "push-out" type for emergency escape. The full-length standee windows extend in an unbroken line for the length of the coach and are 6½ inches higher than before to enable passengers to see out to define their destination without bending or stooping.

A new interior illumination system employs fluorescent lights, thus providing better visibility and eliminating shadows and dark spots inside the coach at nighttime. This new system extends the length of the coach in mid-ceiling and is equipped with special deflectors to concentrate light on all possible reading surfaces.

A new transverse stabilizer bar has been added to the air-ride suspension system to reduce sway on curves and more effectively cushion road shock for the added safety of passengers moving about inside the coach, and to materially reduce vibration.

As a further passenger safety feature, the new coach has added full power shifting. With this new type transmission, the direct drive clutch actually engages before the hydraulic clutch is released, thus assuring a smooth shift under a continuous flow of power without jerking.

From the standpoint of driver safety, the new coach features a new windshield design which offers far greater visibility. This windshield contains 25.5 square feet of glass area or 176 per cent more than previous models. Extending higher to the ceiling and lower to the ground, the operator has better visibility at ground level to see objects directly below him while the upper section permits him to see traffic signals above him without "ducking."

The glass is tinted for protection against glare and the corner windshield posts are thinner to avoid "blind spots."

A special pantograph type windshield wiper has extra arms to keep wiper blades vertical and to avoid obstruction of the operator's view. This wiper not only cleans a larger percentage of the windshield than previously but is also three times more powerful to clean the glass better and to resist the force of high winds and driving rain and snow.

A new power type heater with an output of 41,000 B.T.U.'s per hour disperses heated air through vents which extend the full length of the windshield, completely defrosting every part of it and eliminating danger from inside fogging.

The driver's interior rear-view mirror has been enlarged and so has the exterior rear-view mirror.

The driver's work is further simplified by a new TV-type control panel with only five simple knobs: emergency stop, air-conditioner control, master switch, defroster, and starter.

*To Page 50*

# SAFETY EVERYWHERE . . . ALL THE TIME

*No matter where on earth you go, a certain shaped bottle and the phrase, "the pause that refreshes," means but one thing—a popular American soft drink.*

*Advertising men have tried, with varying degrees of success, to attach slogans and symbols to products because they are aware of the tremendous power of the quick phrase, the easily grasped symbol, in the mind of the buyer.*

*Those engaged in "selling" safety are faced with this problem, too. They need to keep their product before the worker's mind day in and day out.*

*For some time, many of the nation's key safety men have felt a great need for a slogan, a symbol, that would instantly mean safety to the employe. They wanted a recall device that would convey the idea of safety fast and often. And they wanted it to work both on and off the job so as to give the employe—and his family—24-hour protection.*

*On these pages is described a new all-encompassing safety program that brings safety home to the employe, his wife and children around the clock.*

AT RECENT meetings of leaders in fleet safety, there has been a growing awareness of the need for increased emphasis on off-the-job safety. Great progress has been made in the reduction of both employe injury accidents and fleet accidents. But the off-the-job accident toll has not been cut to the same extent.

Many fleet safety men, aware of the impact of off-the-job accidents on company operations, have wanted to move into the area of non-work safety, but have found it difficult for reasons of time and budget.

These men will be interested in a new concept in safety programing that promotes accident prevention *everywhere —all the time.* The program is built around the full-color motion picture, "Safety Everywhere—All the Time."

The film tells the story of an employe, his wife and their teen-age son and daughter. A near-tragedy happens involving the boy, a boat, and a pretty girl on water skis. Through this incident the family learns that safety is a family affair—something to be practiced everywhere, all the time.

At frequent intervals throughout the film, the viewer is reminded that safety is a round-the-clock job. The safety

The film family in "Safety Everywhere — All the Time," decides that they will go all-out for safety.

Home safety scoreboard from National Safety Council program reminds family to play it safe.

symbol—an adaptation of the yellow diamond found on highways and a universal symbol for caution and danger—fills the screen time after time. It becomes a continuing safety symbol for the program together with the theme, "Safety Everywhere—All the Time."

This entirely new accident prevention program was developed cooperatively by Allis-Chalmers Mfg. Co., and the National Safety Council. Allis-Chalmers is planning to use it as the theme of its 1960 safety program. Recognizing the need for the promotion of such a campaign on a nationwide level, the Council expanded the program and made it an NSC service.

The motion picture, which will be available from the Council on a purchase or loan basis, was filmed in full color on actual industrial and off-the-job locations. Exciting boating and circus scenes enliven the soft-sell safety message.

Other material has been developed to go along with the film and keep the program constantly before the employe and his family for many months.

Easels for use on office desks or on tables in plant cafeterias and lapel buttons can be used as teasers to awaken interest in the program prior to the film showing. After seeing the film, they make excellent recall devices to maintain interest and provide workers with constant reminders of the program and safety.

Additional materials include special posters, leaflets, large banners for plant bays, scoreboards for displaying no-accident records. Also there are stickers for use on correspondence, pens, and key tags. All of these devices promote the easily identified symbol and easily remembered theme.

### Total Safety Concept

The idea behind the "Safety Everywhere—All the Time" program is to greatly broaden the approach to accident prevention. To make people genuinely safety conscious, it was felt that the on-the-job program needed to be supplemented and broadened into a total safety concept. This includes drawing the families of the employes into the accident prevention orbit—making safety a family effort.

To help make safety a family affair, the program includes a new idea in home safety. In the movie, the mother, distressed at the near-loss of her son in an accident, decides to do something to remind the family constantly of the importance of doing things the safe way. She makes a safety scoreboard similar to those used in plants to tell employes how many days since the last disabling injury. One of the items in the Safety Everywhere—All the Time program is a home safety scoreboard with space for emergency telephone numbers, a handy message pad and—most important—a place to record the number of accident-free days for the family. It's a unique device to help make the family safety conscious.

Other methods to promote the safety campaign both on the job and away from work are being planned. Council publications will feature the Safety Everywhere—All the Time program throughout the year.

Employe pausing at water cooler notes good housekeeping poster stressing theme and symbol.

Slogan and symbol get added exposure when shown on table easels where men down their coffee.

Durable pressed-wood scoreboards can be placed at key spots in warehouses and other locations.

## 171,525 NSC Safe Driver Awards Earned During '59

Another record was broken during 1959 when 171,525 drivers covered by the Council's Transportation Service earned Safe Driver Awards. Award winners represented truck, bus, taxicab, school bus, police, passenger car and utility vehicle drivers in almost every kind of transportation. The denomination of awards earned and the totals are as follows:

| Year Award | Drivers |
|---|---|
| 1 | 38,101 |
| 2 | 26,734 |
| 3 | 20,520 |
| 4 | 13,563 |
| 5 | 12,901 |
| 6 | 9,948 |
| 7 | 8,308 |
| 8 | 6,635 |
| 9 | 5,710 |
| 10 | 5,176 |
| 11 | 3,985 |
| 12 | 3,194 |
| 13 | 2,447 |
| 14 | 1,820 |
| 15 | 1,545 |
| 16 | 1,492 |
| 17 | 1,349 |
| 18 | 1,084 |
| 19 | 844 |
| 20 | 700 |
| 21 | 595 |
| 22 | 546 |
| 23 | 464 |
| 24 | 382 |
| 25 | 194 |
| 26 | 150 |
| 27 | 209 |
| 28 | 712 |
| 29 | 2,217 |
| Total | 171,525 |

Since January 1, 1930 when the award was established 1,260,460 drivers have earned this award. Award records now held by the 171,525 individuals represent 947,891 years of driving without a preventable accident.

THE MARK OF THE PROFESSIONAL SAFE DRIVER

# Medical Experts to Give Views at ATA Meeting

A discussion of how medical advice can help trucking companies cut accidents will be one of the features of the annual spring meeting of the American Trucking Associations' Council of Safety Supervisors at Los Angeles May 10-12.

Leading medical experts in the fields of transportation and industrial safety will discuss such vitally important questions as the effects of age and medication on drivers.

Council members, who supervise the driving practices of thousands of truck drivers, also will be told of the contribution which can be made by the company doctor in his physical examinations of the men who pilot trucks.

G. L. Smith, assistant vice president of Motor Cargo, Inc., and Council of Safety Supervisors chairman, said this year's spring meeting marks the first time in nine years that a national trucking industry safety meeting has been held on the West Coast. The last such meeting was the 1952 spring meeting of the council, also in Los Angeles. This year's three-day meeting will be held in the Beverly-Hilton Hotel.

Another highlight of the program will be a panel discussion on practical methods of handling dangerous articles and radioactive materials. The panel will be made up of some of the trucking industry's leading experts in this field.

Other activities of the meeting include a review of the trucking industry's safety activities now and plans for the future; a discussion on new and proposed changes in the Interstate Commerce Commission's safety regulations, and an informal debate on the question of whether safety rules should be incorporated in company contracts and be made uniform from company to company.

Also scheduled for the West Coast meeting are talks by two insurance executives on ways to protect motor carriers against adverse and excessive judgements arising out of accidents.

**Alan S. Jeffrey (left), executive vice president of the American Finance Conference, Inc., presents $58,000 Automotive Safety Foundation grant to the Traffic Institute of Northwestern University. Accepting the grant is Dr. J. Roscoe Miller, president of Northwestern. At right are Bernard R. Caldwell, director of the Traffic Institute, and Franklin M. Kreml, director of the Transportation Center. The grant has been made to help carry on the Traffic Institute's program during 1960.**

*From Page 8*

| | | |
|---|---|---|
| **Group IV (350,000 to 500,000)** | | |
| Atlanta, Ga. | 0.6 | 2.4 |
| Birmingham, Ala. | 0.8 | 3.4 |
| Portland, Ore. | 1.0 | 5.8 |
| **Group V (200,000 to 350,000)** | | |
| Wichita, Kan. | 0.0 | 0.0 |
| Grand Rapids, Mich. | 0.0 | 0.0 |
| Toledo, Ohio | 0.8 | 3.5 |
| **Group VI (100,000 to 200,000)** | | |
| New Haven, Conn. | 0.0 | 0.0 |
| Trenton, N. J. | 0.0 | 0.0 |
| Rockford, Ill. | 0.0 | 0.0 |
| **Group VII (50,000 to 100,000)** | | |
| Stockton, Calif. | 0.0 | 0.0 |
| Topeka, Kan. | 0.0 | 0.0 |
| Ft. Lauderdale, Fla. | 0.0 | 0.0 |
| **Group VIII (25,000 to 50,000)** | | |
| Palo Alto, Calif. | 0.0 | 0.0 |
| Bethlehem, Pa. | 0.0 | 0.0 |
| Eugene, Ore. | 0.0 | 0.0 |
| **Group IX (10,000 to 25,000)** | | |
| Hollywood, Fla. | 0.0 | 0.0 |
| Boulder, Colo. | 0.0 | 0.0 |
| Englewood, Colo. | 0.0 | 0.0 |

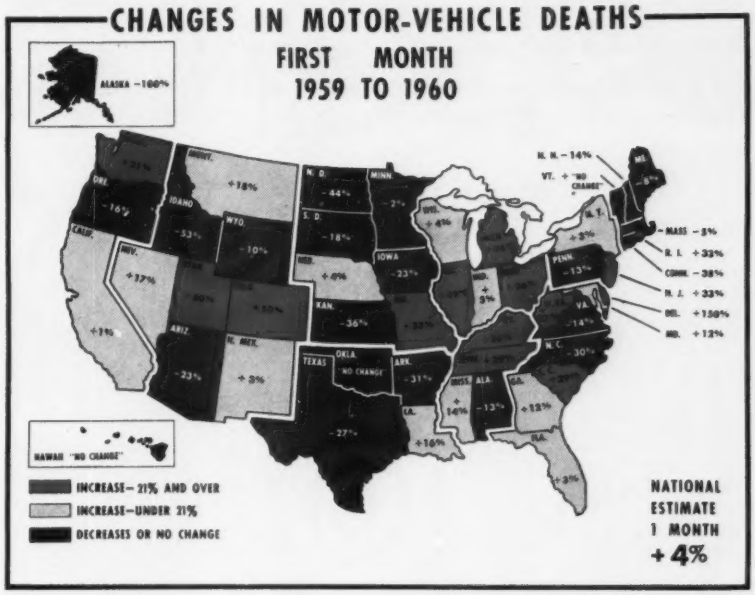
## Safety Contest for High School Students

For the fifth consecutive year, high school students throughout the country are eligible to compete for 29 cash prizes totaling $2,625 in a high school auto safety contest. The contest is sponsored by American Motorists Insurance Co., Chicago.

The contest is designed to promote safe driving attitudes and habits among teen-agers, says Hathaway G. Kemper, chairman of American Motorists, a division of the Kemper Insurance group.

Twenty-four of the contest prizes will be awarded to high school newspapers and student journalists for auto safety campaigns and for features and cartoons published in high school newspapers during the period from February 29 to April 8, 1960.

Five additional prizes will be given to high schools having the outstanding school-wide auto safety programs inaugurated or conducted during the contest period.




## MOTOR VEHICLE DEATHS AND CHANGES

| Months | DEATHS | | | | PERCENTAGE CHANGES | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | Corresponding Month | | | 4 Mos. Mov. Ave.* | |
| | 1956 | 1958 | 1959 | 1960 | 1956-1960 | 1958-1959 | 1959-1960 | 1958-1959 | 1959-1960 |
| January | 2,954 | 2,709 | 2,760 | 2,870 | — 3% | | + 4% | | 0% |
| February | 2,652 | 2,398 | 2,420 | | | + 1% | | — 2% | |
| March | 2,940 | 2,598 | 2,810 | | | + 8% | | + 1% | |
| April | 2,970 | 2,595 | 2,700 | | | + 4% | | + 4% | |
| May | 3,094 | 2,937 | 3,150 | | | + 7% | | + 5% | |
| June | 3,338 | 3,078 | 3,230 | | | + 5% | | + 6% | |
| July | 3,555 | 3,098 | 3,260 | | | + 5% | | + 5% | |
| August | 3,535 | 3,550 | 3,550 | | | 0% | | + 4% | |
| September | 3,653 | 3,325 | 3,320 | | | 0% | | + 2% | |
| October | 3,476 | 3,586 | 3,450 | | | — 4% | | 0% | |
| November | 3,603 | 3,526 | 3,490 | | | — 1% | | — 1% | |
| December | 3,858 | 3,581 | 3,660 | | | + 2% | | — 1% | |
| Total | 39,628 | 36,981 | 37,800 | 2,870 | | | | | |

All 1956 and 1958 figures are from the National Office of Vital Statistics. The 1959 and 1960 figures are National Safety Council estimates.

The 1960 national estimate is arrived at by assuming that the percentage change from 1959 to 1960 in the states reporting for both years reflects the 1959-1960 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1960 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the January figure shows the change between the totals for October-January 1959 and October-January 1960, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

# TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included; nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1960 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1959 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1960 compared with 1959.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

| | One Month 1960 | 1959 | 1958 | 1960 Reg. Rate | 1960 Pop. Rate |
|---|---|---|---|---|---|
| ALL REPORTING CITIES | | | | 2.3 | 10.3 |
| **Group I (1,000,000 and over)** | | | | | |
| 1. Chicago, Ill. | 23 | 22 | 21 | 2.8 | 7.4 |
| All cities in this group | | | | 3.6 | 12.9 |
| 2. Los Angeles, Calif. | 40 | 21 | 33 | 4.0 | 21.4 |
| 3. Detroit, Mich. | 22 | 11 | 11 | 4.0 | 13.7 |
| **Group II (750,000 to 1,000,000)** | | | | | |
| 1. St. Louis, Mo. | 9 | 8 | 5 | 3.5 | 12.6 |
| 2. Cleveland, Ohio | 10 | 7 | 7 | 4.2 | 12.9 |
| All cities in this group | | | | 4.6 | 15.2 |
| 3. Washington, D. C. | 10 | 8 | 2 | 5.3 | 14.3 |
| 4. San Francisco, Calif. | 14 | 7 | 4 | 5.7 | 21.7 |
| **Group III (500,000 to 750,000)** | | | | | |
| **1. Milwaukee, Wis.** | **2** | **8** | **4** | **0.8** | **3.4** |
| **2. Minneapolis, Minn.** | **3** | **4** | **3** | **1.8** | **6.9** |
| **3. Houston, Tex.** | **7** | **14** | **12** | **2.0** | **11.8** |
| 4. Dallas, Tex. | 6 | 6 | 4 | 2.4 | 12.4 |
| **5. San Diego, Calif.** | **4** | **9** | **7** | **2.4** | **9.6** |
| All cities in this group | | | | 2.4 | 10.6 |
| 6. Seattle, Wash. | 6 | 3 | 8 | 2.5 | 12.5 |
| 7. Buffalo, N. Y. | 5 | 1 | 11 | 2.6 | 10.1 |
| 8. Cincinnati, Ohio | 6 | 4 | 5 | 3.3 | 12.5 |
| 9. Pittsburgh, Pa. | 9 | 4 | 9 | 5.4 | 15.9 |
| **Group IV (350,000 to 500,000)** | | | | | |
| **1. Atlanta, Ga.** | **1** | **4** | **9** | **0.6** | **2.4** |
| **2. Birmingham, Ala.** | **1** | **4** | **1** | **0.8** | **3.4** |
| **3. Portland, Ore.** | **2** | **6** | **3** | **1.0** | **5.8** |
| 4. Denver, Colo. | 3 | 3 | 3 | 1.3 | 7.6 |
| 5. Columbus, Ohio | 2 | 2 | 10 | 1.4 | 5.0 |
| **6. Oakland, Calif.** | **2** | **9** | **2** | **1.6** | **6.2** |
| All cities in this group | | | | 2.2 | 9.8 |
| 7. Indianapolis, Ind. | 6 | 2 | 1 | 3.2 | 15.6 |
| 8. Memphis, Tenn. | 5 | 1 | 3 | 3.4 | 12.3 |
| 9. Louisville, Ky. | 5 | 4 | 7 | 3.8 | 14.7 |
| 10. San Antonio, Tex. | 9 | 4 | 4 | 5.0 | 23.7 |
| **Group V (200,000 to 350,000)** | | | | | |
| **1. Wichita, Kan.** | **0** | **1** | **1** | **0.0** | **0.0** |
| **2. Grand Rapids, Mich.** | **0** | **4** | **2** | **0.0** | **0.0** |
| 3. Toledo, Ohio | 1 | 0 | 1 | 0.8 | 3.5 |
| 4. Providence, R. I. | 1 | 1 | 2 | 0.9 | 4.8 |
| 5. Omaha, Neb. | 1 | 1 | 1 | 1.0 | 4.3 |
| 6. Flint, Mich. | 1 | 1 | 0 | 1.1 | 5.6 |
| **7. Miami, Fla.** | **2** | **7** | **8** | **1.1** | **9.3** |
| 8. Syracuse, N. Y. | 1 | 0 | 0 | 1.6 | 5.6 |
| 9. Dayton, Ohio | 2 | 2 | 2 | 1.6 | 8.0 |
| **10. Tampa, Fla.** | **2** | **4** | **3** | **1.7** | **8.9** |
| 11. Worcester, Mass. | 1 | 0 | 2 | 2.1 | 5.9 |
| **12. Fort Worth, Tex.** | **3** | **5** | **4** | **2.2** | **10.9** |
| 13. Jacksonville, Fla. | 3 | 2 | 4 | 2.3 | 14.4 |
| 14. Honolulu, Hawaii | 3 | 3 | 2 | 2.4 | 14.5 |
| All cities in this group | | | | 2.6 | 12.7 |
| **15. El Paso, Tex.** | **2** | **3** | **5** | **2.8** | **9.6** |
| 16. Oklahoma City, Okla. | 5 | 4 | 1 | 3.3 | 21.0 |
| 17. Rochester, N. Y. | 4 | 2 | 2 | 3.5 | 13.9 |
| 18. Norfolk, Va. | 3 | 0 | 0 | 4.0 | 12.4 |
| 19. St. Paul, Minn. | 5 | 1 | 4 | 4.2 | 19.1 |
| 20. Richmond, Va. | 5 | 3 | 2 | 5.1 | 25.3 |
| 21. Akron, Ohio | 6 | 3 | 2 | 5.6 | 23.4 |
| 22. Long Beach, Calif. | 12 | 3 | 0 | 9.3 | 42.8 |
| **Group VI (100,000 to 200,000)** | | | | | |
| **1. New Haven, Conn.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 2. Trenton, N. J. | 0 | 0 | 1 | 0.0 | 0.0 |
| **3. Rockford, Ill.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **4. South Bend, Ind.** | **0** | **1** | **1** | **0.0** | **0.0** |
| **5. Chattanooga, Tenn.** | **0** | **2** | **2** | **0.0** | **0.0** |
| 6. Arlington, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 7. Hartford, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 8. Wilmington, Del. | 0 | 0 | 0 | 0.0 | 0.0 |
| 9. Lansing, Mich. | 0 | 0 | 1 | 0.0 | 0.0 |
| 10. Jackson, Miss. | 0 | 4 | 0 | 0.0 | 0.0 |
| 11. Saginaw, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 12. Lincoln, Neb. | 0 | 0 | 0 | 0.0 | 0.0 |
| 13. Roanoke, Va. | 0 | 0 | 1 | 0.0 | 0.0 |
| **14. Duluth, Minn.** | **0** | **1** | **2** | **0.0** | **0.0** |
| 15. Waterbury, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **16. Niagara Falls, N. Y.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 17. Utica, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| **18. Salt Lake City, Utah** | **1** | **4** | **2** | **0.9** | **6.2** |
| **19. San Jose, Calif.** | **1** | **6** | **1** | **1.1** | **7.6** |
| **20. Spokane, Wash.** | **1** | **2** | **1** | **1.3** | **6.4** |
| 21. Nashville, Tenn. | 1 | 1 | 6 | 1.4 | 6.9 |
| **22. Fresno, Calif.** | **1** | **2** | **0** | **1.4** | **9.8** |
| **23. Albuquerque, N. M.** | **1** | **3** | **1** | **1.4** | **7.1** |
| **24. Baton Rouge, La.** | **1** | **4** | **2** | **1.6** | **8.0** |
| 25. Kansas City, Kan. | 1 | 1 | 0 | 1.7 | 9.3 |
| 26. Gary, Ind. | 1 | 0 | 1 | 1.8 | 6.8 |
| **27. Pasadena, Calif.** | **1** | **2** | **1** | **1.8** | **10.5** |
| 28. Peoria, Ill. | 1 | 0 | 0 | 1.9 | 10.5 |
| 29. Glendale, Calif. | 1 | 1 | 1 | 2.2 | 10.5 |
| 30. Yonkers, N. Y. | 1 | 0 | 1 | 2.2 | 6.6 |
| 31. Madison, Wis. | 1 | 0 | 0 | 2.2 | 10.8 |
| 32. Savannah, Ga. | 1 | 0 | 1 | 2.2 | 9.2 |
| 33. Des Moines, Iowa | 2 | 0 | 3 | 2.5 | 13.1 |
| All cities in this group | | | | 2.5 | 12.3 |
| 34. Waco, Tex. | 1 | 1 | 2 | 2.6 | 11.9 |
| 35. Reading, Pa. | 1 | 0 | 0 | 2.7 | 10.5 |
| **36. Phoenix, Ariz.** | **3** | **4** | **3** | **2.8** | **22.5** |
| 37. Fort Wayne, Ind. | 2 | 1 | 1 | 2.9 | 15.7 |
| 38. Shreveport, La. | 2 | 0 | 0 | 3.1 | 14.9 |
| **39. Hammond, Ind.** | **1** | **3** | **1** | **3.2** | **11.0** |
| 40. Austin, Tex. | 2 | 2 | 0 | 3.3 | 14.6 |
| 41. Mobile, Ala. | 2 | 2 | 4 | 3.4 | 13.8 |
| 42. Youngstown, Ohio | 2 | 0 | 0 | 3.6 | 12.9 |
| 43. Erie, Pa. | 2 | 0 | 1 | 3.6 | 17.5 |
| 44. Evansville, Ind. | 2 | 0 | 1 | 3.7 | 14.2 |
| 45. Newport News, Va. | 1 | 0 | 0 | 3.8 | 11.5 |
| 46. Bridgeport, Conn. | 2 | 0 | 0 | 3.9 | 14.2 |
| 47. Sacramento, Calif. | 4 | 2 | 1 | 4.3 | 30.5 |
| 48. Montgomery, Ala. | 2 | 1 | 1 | 4.5 | 20.6 |
| 49. Little Rock, Ark. | 2 | 1 | 2 | 4.6 | 22.4 |
| 50. Charlotte, N. C. | 3 | 2 | 0 | 4.7 | 23.1 |
| 51. Dearborn, Mich. | 3 | 1 | 3 | 4.7 | 27.8 |
| 52. Berkeley, Calif. | 2 | 0 | 0 | 4.9 | 20.3 |
| 53. Allentown, Pa. | 2 | 0 | 0 | 5.1 | 21.5 |
| 54. Tacoma, Wash. | 4 | 2 | 1 | 5.5 | 30.5 |
| 55. Elizabeth, N. J. | 2 | 1 | 2 | 6.2 | 20.5 |
| 56. Amarillo, Tex. | 3 | 2 | 1 | 6.4 | 35.9 |
| 57. Lubbock, Tex. | 3 | 2 | 0 | 6.5 | 34.3 |
| 58. Corpus Christi, Tex. | 4 | 0 | 1 | 6.7 | 33.1 |
| 59. St. Petersburg, Fla. | 9 | 6 | 0 | 10.2 | 81.3 |
| **Group VII (50,000 to 100,000)** | | | | | |
| 1. Stockton, Calif. | 0 | 2 | 0 | 0.0 | 0.0 |
| 2. Topeka, Kan. | 0 | 1 | 1 | 0.0 | 0.0 |
| 3. Fort Lauderdale, Fla. | 0 | 0 | 1 | 0.0 | 0.0 |
| 4. Santa Ana, Calif. | 0 | 2 | 0 | 0.0 | 0.0 |
| 5. Beaumont, Tex. | 0 | 2 | 0 | 0.0 | 0.0 |
| 6. Columbia, S. C. | 0 | 1 | 0 | 0.0 | 0.0 |
| 7. Torrance, Calif. | 0 | 2 | 1 | 0.0 | 0.0 |
| 8. Schenectady, N. Y. | 0 | 0 | 1 | 0.0 | 0.0 |
| 9. Winston-Salem, N. C. | 0 | 0 | 1 | 0.0 | 0.0 |
| 10. Pontiac, Mich. | 0 | 0 | 3 | 0.0 | 0.0 |
| 11. Colorado Spgs., Colo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 12. Alexandria, Va. | 0 | 1 | 0 | 0.0 | 0.0 |
| 13. W. Palm Beach, Fla. | 0 | 0 | 2 | 0.0 | 0.0 |
| 14. Springfield, Ohio | 0 | 2 | 1 | 0.0 | 0.0 |
| 15. Kalamazoo, Mich. | 0 | 0 | 1 | 0.0 | 0.0 |
| 16. Hamilton, Ohio | 0 | 2 | 1 | 0.0 | 0.0 |
| 17. Cedar Rapids, Iowa | 0 | 0 | 0 | 0.0 | 0.0 |
| 18. Columbus, Ga. | 0 | 1 | 0 | 0.0 | 0.0 |
| 19. Abilene, Tex. | 0 | 1 | 1 | 0.0 | 0.0 |
| 20. Racine, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 21. Binghamton, N. Y. | 0 | 0 | 1 | 0.0 | 0.0 |
| 22. Newton, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 23. Terre Haute, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 24. Huntington, W. Va. | 0 | 3 | 0 | 0.0 | 0.0 |
| 25. Raleigh, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 26. Compton, Calif. | 0 | 2 | 1 | 0.0 | 0.0 |
| 27. San Leandro, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 28. Sioux City, Iowa | 0 | 4 | 1 | 0.0 | 0.0 |
| 29. Joliet, Ill. | 0 | 0 | 1 | 0.0 | 0.0 |
| 30. Warren, Ohio | 0 | 1 | 0 | 0.0 | 0.0 |
| 31. Greenville, S. C. | 0 | 0 | 1 | 0.0 | 0.0 |
| 32. Lexington, Ky. | 0 | 0 | 0 | 0.0 | 0.0 |
| 33. Reno, Nev. | 0 | 0 | 1 | 0.0 | 0.0 |
| 34. Johnstown, Pa. | 0 | 0 | 1 | 0.0 | 0.0 |
| 35. Jackson, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 36. San Mateo, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| **37. Miami Beach, Fla.** | **0** | **4** | **0** | **0.0** | **0.0** |
| **38. Kenosha, Wis.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 39. Aurora, Ill. | 0 | 0 | 1 | 0.0 | 0.0 |
| 40. Bay City, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| **41. Sioux Falls, S. D.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 42. Asheville, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| **43. Charleston, W. Va.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 44. Lake Charles, La. | 0 | 0 | 2 | 0.0 | 0.0 |
| 45. Battle Creek, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 46. Evanston, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 47. Anderson, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 48. Mansfield, Ohio | 0 | 0 | 1 | 0.0 | 0.0 |
| 49. St. Clair Shrs., Mich. | 0 | 0 | 1 | 0.0 | 0.0 |
| 50. Lorain, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 51. White Plains, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| **52. Mt. Vernon, N. Y.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **53. Portland, Maine** | **0** | **1** | **0** | **0.0** | **0.0** |
| 54. Cambridge, Mass. | 0 | 0 | 1 | 0.0 | 0.0 |
| 55. East Orange, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 56. Pawtucket, R. I. | 0 | 0 | 0 | 0.0 | 0.0 |
| 57. Alameda, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 58. San Angelo, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| **59. Lynn, Mass.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 60. New Britain, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **61. Hampton, Va.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 62. Waukegan, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 63. Lakewood, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| **64. Fort Smith, Ark.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 65. Wheeling, W. Va. | 0 | 0 | 2 | 0.0 | 0.0 |
| 66. Oak Park, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| **67. Council Bluffs, Iowa** | **0** | **1** | **2** | **0.0** | **0.0** |
| 68. Bayonne, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 69. Irvington, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 70. Euclid, Ohio | 0 | 0 | 1 | 0.0 | 0.0 |
| 71. Tuscaloosa, Ala. | 0 | 0 | 0 | 0.0 | 0.0 |
| 72. Medford, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 73. Pittsfield, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 74. Cuyahoga Falls, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 75. Bloomfield, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 76. Passaic, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 77. West Hartford, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **78. Atlantic City, N. J.** | **0** | **1** | **2** | **0.0** | **0.0** |
| 79. West Allis, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 80. Brookline, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| **81. Greenwich, Conn.** | **0** | **1** | **0** | **0.0** | **0.0** |
| All cities in this group | | | | 1.8 | 8.6 |
| **82. San Bernardino, Calif.** | **1** | **2** | **2** | **2.1** | **14.4** |
| **83. Tucson, Ariz.** | **1** | **2** | **0** | **2.2** | **17.1** |
| **84. Burbank, Calif.** | **1** | **3** | **0** | **2.5** | **13.2** |
| 85. Springfield, Ill. | 1 | 0 | 1 | 2.6 | 14.7 |
| **86. Pueblo, Colo.** | **1** | **2** | **0** | **2.6** | **14.5** |
| 87. Riverside, Calif. | 1 | 0 | 1 | 2.7 | 15.9 |
| 88. Decatur, Ill. | 1 | 1 | 1 | 2.8 | 15.2 |
| 89. Greensboro, N. C. | 1 | 1 | 2 | 3.0 | 14.7 |
| **90. Royal Oak, Mich.** | **1** | **2** | **0** | **3.2** | **16.8** |
| 91. Santa Barbara, Calif. | 1 | 0 | 0 | 3.2 | 21.5 |
| 92. Orlando, Fla. | 2 | 0 | 0 | 3.2 | 26.9 |
| 93. Pensacola, Fla. | 1 | 1 | 1 | 3.3 | 23.5 |
| 94. Stamford, Conn. | 1 | 0 | 2 | 3.3 | 13.7 |
| 95. Muncie, Ind. | 1 | 0 | 0 | 3.3 | 18.4 |
| **96. Davenport, Iowa** | **1** | **2** | **0** | **3.5** | **14.9** |
| 97. Lancaster, Pa. | 1 | 1 | 0 | 3.5 | 17.8 |
| 98. Waterloo, Iowa | 1 | 0 | 4 | 3.6 | 17.2 |
| 99. Santa Monica, Calif. | 1 | 0 | 0 | 3.7 | 15.7 |
| 100. St. Joseph, Mo. | 1 | 0 | 0 | 4.0 | 15.3 |
| 101. Lakewood, Calif. | 1 | — | — | 4.5 | 16.8 |
| 102. New Rochelle, N. Y. | 1 | 1 | 1 | 4.6 | 16.1 |
| 103. Covington, Ky. | 1 | 0 | 1 | 4.9 | 16.4 |
| **104. Anaheim, Calif.** | **2** | **5** | **0** | **4.9** | **30.6** |
| 105. Fullerton, Calif. | 1 | 0 | 0 | 5.2 | 23.7 |
| 106. Macon, Ga. | 2 | 0 | 0 | 5.3 | 34.1 |
| 107. Lynchburg, Va. | 1 | 0 | 0 | 5.6 | 22.6 |
| 108. Springfield, Mo. | 2 | 1 | 0 | 5.7 | 30.1 |
| 109. Lwr. Merion Twp., Pa. | 1 | 1 | 1 | 5.9 | 20.8 |
| 110. Norwalk, Conn. | 1 | 2 | 0 | 6.0 | 19.6 |

| | One Month 1960 | 1959 | 1958 | 1960 Reg. Rate | 1960 Pop. Rate |
|---|---|---|---|---|---|
| 111. Parma, Ohio | 1 | 0 | 0 | 6.1 | 16.3 |
| 112. Lincoln Park, Mich. | 1 | 0 | 2 | 6.1 | 22.2 |
| 113. Waltham, Mass. | 1 | 0 | 0 | 6.5 | 24.0 |
| 114. Meriden, Conn. | 1 | 0 | 0 | 6.5 | 23.4 |
| 115. Durham, N. C. | 2 | 0 | 0 | 6.8 | 36.7 |
| 116. Woonsocket, R. I. | 1 | 0 | 0 | 6.8 | 23.9 |
| 117. Augusta, Ga. | 2 | 1 | 0 | 6.9 | 32.2 |
| 118. East Chicago, Ind. | 1 | 0 | 1 | 6.9 | 20.1 |
| 119. Wilkes-Barre, Pa. | 2 | 0 | 3 | 6.9 | 31.3 |
| 120. Warren, Mich. | 2 | 2 | 1 | 7.1 | 37.8 |
| 121. Manchester, N. H. | 2 | 0 | 0 | 8.0 | 27.3 |
| 122. Ann Arbor, Mich. | 2 | 0 | 0 | 8.3 | 44.0 |
| 123. Brockton, Mass. | 2 | 0 | 1 | 10.1 | 38.3 |
| 124. Dubuque, Iowa | 2 | 0 | 0 | 11.1 | 46.8 |
| 125. Charleston, S. C. | 2 | 0 | 2 | 11.7 | 34.2 |
| 126. Ogden, Utah | 4 | 0 | 0 | 12.9 | 73.6 |
| 127. Gadsden, Ala. | 2 | 1 | 1 | 13.1 | 37.3 |

Group VIII (25,000 to 50,000)

| | | | | | |
|---|---|---|---|---|---|
| **1. Palo Alto, Calif.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 2. Bethlehem, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 3. Eugene, Ore. | 0 | 0 | 0 | 0.0 | 0.0 |
| 4. Tyler, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 5. Redwood City, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 6. Odessa, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 7. Yakima, Wash. | 0 | 0 | 0 | 0.0 | 0.0 |
| 8. Vallejo, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 9. Tallahassee, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 10. Vancouver, Wash. | 0 | 0 | 0 | 0.0 | 0.0 |
| 11. Wyandotte, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 12. Great Falls, Mont. | 0 | 0 | 1 | 0.0 | 0.0 |
| 13. Boise, Idaho | 0 | 0 | 0 | 0.0 | 0.0 |
| 14. Modesto, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| 15. Poughkeepsie, N. Y. | 0 | 0 | 1 | 0.0 | 0.0 |
| 16. Cheyenne, Wyo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 17. Casper, Wyo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 18. Kokomo, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 19. Whittier, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| **20. Everett, Wash.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 21. Plainfield, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 22. Lafayette, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| **23. Beverly Hills, Calif.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 24. Appleton, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 25. Wilmington, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 26. Hutchinson, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 27. Salina, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 28. Warwick, R. I. | 0 | 0 | 3 | 0.0 | 0.0 |
| **29. Spartanburg, S. C.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 30. Owensboro, Ky. | 0 | 0 | 1 | 0.0 | 0.0 |
| **31. Quincy, Ill.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **32. Daytona Beach, Fla.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 33. Elyria, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 34. Rock Island, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 35. La Crosse, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 36. Lawton, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 37. Easton, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 38. Richmond, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| **39. Zanesville, Ohio** | **0** | **1** | **0** | **0.0** | **0.0** |
| **40. Moline, Ill.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 41. Enid, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| **42. Oxnard, Calif.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 43. Port Huron, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 44. Rochester, Minn. | 0 | 0 | 1 | 0.0 | 0.0 |
| 45. West Covina, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| 46. Aurora, Colo. | 0 | 0 | 1 | 0.0 | 0.0 |
| 47. Pocatello, Idaho | 0 | 0 | 0 | 0.0 | 0.0 |
| 48. Danbury, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 49. Champaign, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 50. University City, Mo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 51. Wauwatosa, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 52. Gainesville, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 53. Oshkosh, Wis. | 0 | 0 | 1 | 0.0 | 0.0 |
| 54. Highland Park, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 55. Muskogee, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 56. Newburgh, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 57. Sheboygan, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 58. St. Louis Park, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 59. Fargo, N. D. | 0 | 0 | 0 | 0.0 | 0.0 |
| 60. Danville, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 61. Eau Claire, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 62. Stratford, Conn. | 0 | 0 | 1 | 0.0 | 0.0 |
| 63. Coral Gables, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 64. Marion, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 65. Portsmouth, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| **66. Ventura, Calif.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 67. Beloit, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| **68. Vineland, N. J.** | **0** | **2** | **0** | **0.0** | **0.0** |
| **69. Granite City, Ill.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 70. Des Plaines, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 71. Bloomington, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 72. Wyoming, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 73. East Cleveland, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| **74. Chicopee, Mass.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 75. East Hartford, Conn. | 0 | 0 | 1 | 0.0 | 0.0 |
| 76. Barberton, Ohio | 0 | 0 | 2 | 0.0 | 0.0 |
| 77. West Haven, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 78. Wausau, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 79. Galesburg, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 80. Linden, N. J. | 0 | 0 | 1 | 0.0 | 0.0 |
| 81. Torrington, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **82. Roseville, Mich.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 83. Ferndale, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 84. Sandusky, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 85. Rome, Ga. | 0 | 0 | 0 | 0.0 | 0.0 |
| 86. Janesville, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 87. Chicago Heights, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| **88. Fairfield, Conn.** | **0** | **4** | **0** | **0.0** | **0.0** |
| 89. Mountain View, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 90. Jackson, Tenn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 91. Manhattan Bch., Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 92. Monrovia, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 93. Burlington, Iowa | 0 | 0 | 0 | 0.0 | 0.0 |
| 94. Maywood, Ill. | 0 | 0 | 1 | 0.0 | 0.0 |
| 95. South Euclid, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 96. Findlay, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 97. Westfield, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 98. Chillicothe, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 99. Fair Lawn, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 100. Baldwin Park, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 101. Manchester, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 102. Rock Hill, S. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 103. Fond du Lac, Wis. | 0 | 0 | 1 | 0.0 | 0.0 |
| 104. Columbia, Mo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 105. National City, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 106. Steubenville, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 107. Oak Park, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 108. Allen Park, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| **109. Hackensack, N. J.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 110. Fitchburg, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 111. Kearny, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 112. Richfield, Minn. | 0 | 0 | 1 | 0.0 | 0.0 |
| 113. Manitowoc, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 114. St. Cloud, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 115. Lockport, N. Y. | 0 | 0 | 1 | 0.0 | 0.0 |
| 116. Hamtramck, Mich. | 0 | 0 | 1 | 0.0 | 0.0 |
| 117. Petersburg, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 118. Walla Walla, Wash. | 0 | 0 | 1 | 0.0 | 0.0 |
| 119. Birmingham, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| **120. Florence, S. C.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 121. Watertown, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 122. Bristol, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 123. Minot, N. D. | 0 | 0 | 0 | 0.0 | 0.0 |
| 124. Mt. Clemens, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 125. Redlands, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 126. Rahway, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 127. Provo, Utah | 0 | 0 | 0 | 0.0 | 0.0 |
| 128. Norman, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 129. Kettering, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 130. Temple, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 131. Middletown, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 132. Burlington, Vt. | 0 | 0 | 0 | 0.0 | 0.0 |
| 133. New Kensington, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 134. Garfield Heights, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 135. Freeport, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 136. Parkersburg, W. Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 137. Watertown, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 138. Concord, N. H. | 0 | 0 | 0 | 0.0 | 0.0 |
| 139. Burlington, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 140. Amsterdam, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 141. Webster Groves, Mo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 142. Grand Forks, N. D. | 0 | 0 | 0 | 0.0 | 0.0 |
| 143. Lewiston, Maine | 0 | 0 | 0 | 0.0 | 0.0 |
| 144. Fairmont, W. Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 145. Shaker Heights, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| **146. Annapolis, Md.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **147. Oak Ridge, Tenn.** | **0** | **1** | **1** | **0.0** | **0.0** |
| 148. Denton, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| **149. Wallingford, Conn.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 150. Urbana, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 151. Maple Heights, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 152. Winona, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 153. Highland Park, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 154. Mt. Lebanon, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 155. Park Forest, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 156. Belmont, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 157. Groton, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 158. Lackawana, N. Y. | 0 | 0 | 1 | 0.0 | 0.0 |
| All cities in this group | | | | 1.2 | 6.0 |
| 159. Billings, Mont. | 1 | 0 | 0 | 3.9 | 31.2 |
| 160. Livonia, Mich. | 1 | 0 | 0 | 5.0 | 24.5 |
| 161. Elgin, Ill. | 1 | 1 | 0 | 5.1 | 24.9 |
| 162. Elkhart, Ind. | 1 | 0 | 0 | 5.4 | 31.0 |
| 163. High Point, N. C. | 1 | 0 | 0 | 5.6 | 27.3 |
| 164. Santa Clara, Calif. | 1 | 1 | 1 | 5.6 | 27.7 |
| 165. Middletown, Ohio | 1 | 1 | 0 | 5.6 | 27.1 |
| 166. Rapid City, S. D. | 1 | 1 | 1 | 5.8 | 30.1 |
| 167. East Detroit, Mich. | 1 | 0 | 0 | 6.7 | 27.9 |
| 168. Arlington, Mass. | 1 | 1 | 0 | 6.8 | 25.5 |
| 169. Elmhurst, Ill. | 1 | 0 | 0 | 6.9 | 34.6 |
| 170. Michigan City, Ind. | 1 | 0 | 0 | 7.3 | 36.3 |
| 171. West Orange, N. J. | 1 | 0 | 1 | 7.5 | 35.0 |
| 172. Bloomington, Ill. | 1 | 0 | 0 | 7.5 | 33.1 |
| 173. Milford, Conn. | 1 | 0 | 0 | 8.0 | 30.6 |
| 174. Monroe, Mich. | 1 | 0 | 0 | 8.0 | 42.9 |
| 175. Bangor, Maine | 1 | 0 | 0 | 8.3 | 30.0 |
| 176. Teaneck, N. J. | 1 | 1 | 0 | 8.5 | 31.4 |
| 177. Benton Harbor, Mich. | 1 | 0 | 0 | 8.9 | 47.1 |
| 178. Iowa City, Iowa | 1 | 0 | 0 | 9.0 | 44.1 |
| 179. New London, Conn. | 1 | 0 | 0 | 9.2 | 38.5 |
| 180. Hamden, Conn. | 1 | 0 | 0 | 10.1 | 31.4 |
| 181. Superior, Wis. | 1 | 1 | 0 | 10.2 | 34.0 |
| 182. Fayetteville, N. C. | 2 | 0 | 0 | 11.0 | 53.7 |
| 183. Revere, Mass. | 1 | 0 | 0 | 11.0 | 30.3 |
| 184. Southfield, Mich. | 1 | 0 | 0 | 11.2 | 44.9 |
| 185. Hazel Park, Mich. | 1 | 0 | 0 | 11.3 | 45.1 |
| 186. Hagerstown, Md. | 2 | 0 | 0 | 11.8 | 62.3 |
| 187. Bellingham, Wash. | 2 | 0 | 0 | 12.8 | 65.6 |
| 188. Norwich, Conn. | 2 | 0 | 0 | 14.9 | 61.5 |

Group IX (10,000 to 25,000)

| | | | | | |
|---|---|---|---|---|---|
| 1. Hollywood, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 2. Boulder, Colo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 3. Englewood, Colo. | 0 | 0 | 0 | 0.0 | 0.0 |
| **4. Mesa, Ariz.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 5. Greeley, Colo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 6. Santa Cruz, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| 7. La Mesa, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| **8. Medford, Ore.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 9. Grand Island, Neb. | 0 | 0 | 0 | 0.0 | 0.0 |
| 10. Fort Myers, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 11. Austin, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 12. Victoria, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 13. Garland, Tex. | 0 | 0 | 1 | 0.0 | 0.0 |
| 14. Orange, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 15. Merced, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| **16. Los Altos, Calif.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 17. Edina, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 18. Lawrence, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 19. Longview, Wash. | 0 | 0 | 0 | 0.0 | 0.0 |
| 20. Lodi, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| 21. Waukesha, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 22. Port Chester, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| **23. Big Spring, Tex.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 24. La Porte, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 25. Bartlesville, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 26. Bismarck, N. D. | 0 | 0 | 0 | 0.0 | 0.0 |
| 27. Carlsbad, N. M. | 0 | 0 | 0 | 0.0 | 0.0 |
| 28. Klamath Falls, Ore. | 0 | 0 | 0 | 0.0 | 0.0 |
| 29. Lake Worth, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 30. Sherman, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 31. Butler, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 32. Pampa, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 33. Endicott, N. Y. | 0 | 0 | 1 | 0.0 | 0.0 |
| 34. Ypsilanti, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 35. Ames, Iowa | 0 | 0 | 1 | 0.0 | 0.0 |
| 36. Frederick, Md. | 0 | 0 | 0 | 0.0 | 0.0 |
| 37. El Cerrito, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| 38. Ocala, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 39. Kingsport, Tenn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 40. Napa, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 41. San Fernando, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 42. North Miami, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 43. Covina, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 44. East Haven, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 45. Lombard, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 46. Lufkin, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 47. Kinston, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 48. Corvallis, Ore. | 0 | 0 | 0 | 0.0 | 0.0 |
| 49. Manhattan, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 50. Tiffin, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 51. W. Springfield, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 52. Wheaton, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 53. Renton, Wash. | 0 | 0 | 1 | 0.0 | 0.0 |
| 54. Uniontown, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 55. Wilmette, Ill. | 0 | 0 | 1 | 0.0 | 0.0 |
| 56. Ottawa, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| **57. Borger, Tex.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 58. Jeffersonville, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 59. North Platte, Neb. | 0 | 0 | 0 | 0.0 | 0.0 |
| 60. Madison Hgts., Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 61. Fremont, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 62. Aberdeen, S. D. | 0 | 0 | 0 | 0.0 | 0.0 |
| 63. Monterey, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 64. Cranford, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 65. Holland, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 66. Salisbury, N. C. | 0 | 0 | 1 | 0.0 | 0.0 |
| 67. Brownwood, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 68. Pittsburg, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 69. Muscatine, Iowa | 0 | 0 | 0 | 0.0 | 0.0 |
| 70. Traverse City, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 71. Westport, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 72. Muskegon Hts., Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 73. Floral Park, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| **74. Newport Beach, Calif.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 75. Ada, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 76. South St. Paul, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **77. Texarkana, Ark.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 78. Hibbing, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 79. Cape Girardeau, Mo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 80. So. Portland, Maine | 0 | 0 | 0 | 0.0 | 0.0 |
| 81. Richland, Wash. | 0 | 0 | 0 | 0.0 | 0.0 |
| 82. Emporia, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 83. Meadville, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 84. Coffeyville, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 85. Niles, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 86. Marietta, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 87. Albert Lea, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **88. Calumet City, Ill.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **89. Wooster, Ohio** | **0** | **1** | **0** | **0.0** | **0.0** |
| 90. Johnson City, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 91. Berkley, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |

| | One Month 1960 | 1959 | 1958 | 1960 Reg. Rate | 1960 Pop. Rate |
|---|---|---|---|---|---|
| 92. Moorhead, Minn. | 0 | 0 | 1 | 0.0 | 0.0 |
| 93. Chico, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| **94. Xenia, Ohio** | **0** | **1** | **0** | **0.0** | **0.0** |
| 95. Streator, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| **96. Connersville, Ind.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 97. Huntington, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 98. Snyder, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 99. Stillwater, Okla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 100. Las Cruces, N. M. | 0 | 0 | 1 | 0.0 | 0.0 |
| **101. Martinsville, Va.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 102. Elmwood Park, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 103. Oswego, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 104. Shorewood, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 105. Pittsburg, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 106. Ashland, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 107. Greensburg, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 108. Caldwell, Idaho | 0 | 0 | 0 | 0.0 | 0.0 |
| 109. Kennewick, Wash. | 0 | 0 | 0 | 0.0 | 0.0 |
| 110. New Bern, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 111. Mt. Vernon, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 112. So. Milwaukee, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 113. Statesville, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| **114. Tempe, Ariz.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 115. Valparaiso, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 116. El Dorado, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 117. Peru, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| **118. Brainerd, Minn.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 119. Woodland, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 120. Arkansas City, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 121. Pendleton, Ore. | 0 | 0 | 0 | 0.0 | 0.0 |
| 122. Sterling, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 123. Evergreen Park, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 124. Marquette, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| **125. Pasco, Wash.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 126. Villa Park, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| **127. Collingswood, N. J.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 128. Fostoria, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 129. Stevens Point, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 130. La Grange, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 131. Niles, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 132. Defiance, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| **133. McAlester, Okla.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **134. Alpena, Mich.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 135. Massena, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 136. East Moline, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 137. Brookfield, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 138. Goshen, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 139. Darien, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 140. Bristol, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| **141. Naugatuck, Conn.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **142. Attleboro, Mass.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 143. Owatonna, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 144. Highland Park, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 145. Pompano Beach, Fla. | 0 | 0 | 0 | 0.0 | 0.0 |
| 146. Norfolk, Neb. | 0 | 0 | 0 | 0.0 | 0.0 |
| 147. Wethersfield, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 148. Prescott, Ariz. | 0 | 0 | 0 | 0.0 | 0.0 |
| 149. Wisconsin Rpds., Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 150. Faribault, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 151. Rocky River, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 152. Glenview, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 153. Yuba City, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 154. Needham, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 155. The Dalles, Ore. | 0 | 0 | 0 | 0.0 | 0.0 |
| 156. Port Angeles, Wash. | 0 | 0 | 0 | 0.0 | 0.0 |
| 157. Garden City, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 158. Westminster, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 159. Shelton, Conn. | 0 | 0 | 4 | 0.0 | 0.0 |
| 160. Vernon, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 161. Hanford, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 162. Boone, Iowa | 0 | 0 | 0 | 0.0 | 0.0 |
| 163. Fergus Falls, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 164. North Adams, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 165. South Orange, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 166. Logan, Utah | 0 | 0 | 0 | 0.0 | 0.0 |
| 167. Astoria, Ore. | 0 | 0 | 0 | 0.0 | 0.0 |
| 168. Winfield, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 169. Branford, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 170. Hinsdale, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 171. Kenmore, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 172. Bedford, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 173. State College, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 174. Rye, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| **175. Mamaroneck, N. Y.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 176. Waynesboro, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 177. Hawthorne, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 178. Griffin, Ga. | 0 | 0 | 0 | 0.0 | 0.0 |
| 179. Ansonia, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 180. Moses Lake, Wash. | 0 | 0 | 1 | 0.0 | 0.0 |
| 181. Marshfield, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 182. Albany, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 183. St. Joseph, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 184. Lamesa, Tex. | 0 | 0 | 0 | 0.0 | 0.0 |
| 185. Escanaba, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 186. Enfield, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 187. Millbrae, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 188. Brawley, Calif. | 0 | 0 | 1 | 0.0 | 0.0 |
| 189. Atchison, Kan. | 0 | 0 | 1 | 0.0 | 0.0 |
| 190. Gardner, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| **191. Canton, Ill.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 192. Martinsburg, W. Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 193. Mitchell, S. D. | 0 | 0 | 0 | 0.0 | 0.0 |
| 194. Beaver Dam, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 195. Hopewell, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 196. Conneaut, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 197. Galion, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 198. Winnetka, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 199. Hays, Kan. | 0 | 0 | 0 | 0.0 | 0.0 |
| 200. Menasha, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 201. Plymouth, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 202. North Olmsted, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 203. Mt. Pleasant, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 204. Seaside, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 205. Albion, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 206. Van Wert, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 207. Bellefontaine, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 208. Elizabeth City, N. C. | 0 | 0 | 0 | 0.0 | 0.0 |
| 209. Bowling Green, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 210. Central Falls, R. I. | 0 | 0 | 0 | 0.0 | 0.0 |
| 211. Suffolk, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| 212. Windsor, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 213. Hornell, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 214. Virginia, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 215. Grosse Pt. Wds., Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| **216. Du Bois, Pa.** | **0** | **1** | **0** | **0.0** | **0.0** |
| **217. Marinette, Wis.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 218. Winchester, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 219. Red Wing, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 220. Bay Village, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 221. River Forest, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 222. Circleville, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 223. Cudahy, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 224. Homewood, Ala. | 0 | 0 | 0 | 0.0 | 0.0 |
| 225. Pacific Grove, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 226. Cadillac, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 227. University Hts., Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 228. Charles City, Iowa | 0 | 0 | 0 | 0.0 | 0.0 |
| 229. Rock Springs, Wyo. | 0 | 0 | 0 | 0.0 | 0.0 |
| 230. Cambridge, Md. | 0 | 0 | 0 | 0.0 | 0.0 |
| 231. La Grange Park, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| 232. Fairfield, Calif. | 0 | 0 | 0 | 0.0 | 0.0 |
| 233. Windham, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 234. Menominee, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 235. Bemidji, Minn. | 0 | 0 | 0 | 0.0 | 0.0 |

# TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1959 and 1958 figures cover the same reporting period as those for 1960.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1959, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1960 compared with 1959, or showed no change.

| | Months Reported | Deaths Identical Periods 1960 | 1959 | 1958 | % Changes 1959 to 1960 | 1958 to 1960 | 1960 Pop. Rate | 1960 Mile. Rate |
|---|---|---|---|---|---|---|---|---|
| TOTAL U.S. | | 2,870 | 2,760 | 2,709 | + 4% | + 6% | 21.8 | — |
| **Ala.** | 1 | 47 | 54 | 51 | **— 13%** | **— 8%** | **17.7** | **—** |
| **Alaska** | 1 | 0 | 2 | 0 | **—100%** | **0%** | **0.0** | **—** |
| **Ariz.** | 1 | 36 | 47 | 39 | **— 23%** | **— 8%** | **35.0** | **—** |
| **Ark.** | 1 | 24 | 35 | 26 | **— 31%** | **— 8%** | **16.5** | **—** |
| Calif. | 1 | 282 | 280 | 243 | + 1% | + 16% | 23.1 | — |
| Colo. | 1 | 33 | 22 | 22 | + 50% | + 50% | 23.5 | — |
| **Conn.** | 1 | 15 | 24 | 12 | **— 38%** | **+ 25%** | **7.5** | **—** |
| Del. | 1 | 10 | 4 | 4 | +150% | +150% | 26.4 | — |
| D. of C. | 1 | 10 | 8 | 2 | + 25% | +400% | 14.3 | — |
| Fla. | 1 | 119 | 116 | 110 | + 3% | + 8% | 30.0 | — |
| Ga. | 1 | 87 | 78 | 66 | + 12% | + 32% | 27.2 | — |
| **Hawaii** | 1 | 6 | 6 | — | **0%** | — | **11.0** | **—** |
| **Idaho** | 1 | 7 | 15 | 14 | **— 53%** | **— 50%** | **12.7** | **—** |
| Ill. | 1 | 142 | 95 | 113 | + 49% | + 26% | 16.7 | — |
| Ind. | 1 | 80 | 76 | 65 | + 5% | + 23% | 20.7 | — |
| **Ia.** | 1 | 43 | 56 | 52 | **— 23%** | **— 17%** | **18.4** | **—** |
| **Kan.** | 1 | 27 | 42 | 33 | **— 36%** | **— 18%** | **15.1** | **—** |
| Ky. | 1 | 64 | 47 | 42 | + 36% | + 52% | 24.6 | — |
| La. | 1 | 71 | 61 | 62 | + 16% | + 15% | 26.9 | — |
| **Me.** | 1 | 12 | 13 | 13 | **— 8%** | **— 8%** | **15.2** | **—** |
| Md. | 1 | 46 | 41 | 31 | + 12% | + 48% | 18.2 | — |
| **Mass.** | 1 | 38 | 40 | 43 | **— 5%** | **— 12%** | **9.2** | **—** |
| Mich. | 1 | 128 | 66 | 87 | + 94% | + 47% | 19.3 | — |
| **Minn.** | 1 | 48 | 49 | 46 | **— 2%** | **+ 4%** | **16.9** | **—** |
| Miss. | 1 | 41 | 36 | 27 | + 14% | + 52% | 22.5 | — |
| Mo. | 1 | 89 | 67 | 47 | + 33% | + 89% | 25.2 | — |
| Mont. | 1 | 13 | 11 | 20 | + 18% | — 35% | 22.7 | — |
| Neb. | 1 | 25 | 24 | 20 | + 4% | + 25% | 20.6 | — |
| Nev. | 1 | 7 | 6 | 8 | + 17% | — 13% | 30.0 | — |
| **N. H.** | 1 | 6 | 7 | 2 | **— 14%** | **+200%** | **12.2** | **—** |
| N. J. | 1 | 69 | 52 | 71 | + 33% | — 3% | 14.0 | — |
| N. M. | 1 | 34 | 33 | 37 | + 3% | — 8% | 46.4 | — |
| N. Y. | 1 | 147 | 143 | 194 | + 3% | — 24% | 10.7 | — |
| **N. C.** | 1 | 80 | 115 | 53 | **— 30%** | **+ 51%** | **21.2** | **—** |
| **N. D.** | 1 | 5 | 9 | 3 | **— 44%** | **+ 67%** | **9.3** | **—** |
| Ohio | 1 | 139 | 110 | 140 | + 26% | — 1% | 17.2 | — |
| **Okla.** | 1 | 41 | 41 | 41 | **0%** | **0%** | **21.6** | **—** |
| **Ore.** | 1 | 26 | 31 | 31 | **— 16%** | **— 16%** | **17.7** | **—** |
| **Pa.** | 1 | 125 | 144 | 139 | **— 13%** | **— 10%** | **13.4** | **—** |
| R. I. | 1 | 4 | 3 | 7 | + 33% | — 43% | 5.5 | — |
| S. C. | 1 | 66 | 51 | 47 | + 29% | + 40% | 32.8 | — |
| **S. D.** | 1 | 14 | 17 | 23 | **— 18%** | **— 39%** | **24.5** | **—** |
| Tenn. | 1 | 54 | 42 | 58 | + 29% | — 7% | 18.5 | — |
| **Texas** | 1 | 129 | 177 | 142 | **— 27%** | **— 9%** | **16.2** | **—** |
| Utah | 1 | 18 | 10 | 8 | + 80% | +125% | 24.5 | — |
| **Vt.** | 1 | 8 | 8 | 3 | **0%** | **+167%** | **25.8** | **—** |
| **Va.** | 1 | 59 | 69 | 63 | **— 14%** | **— 6%** | **17.7** | **—** |
| Wash. | 1 | 41 | 34 | 51 | + 21% | — 20% | 17.4 | — |
| W. Va. | 1 | 28 | 22 | 30 | + 27% | — 7% | 17.1 | — |
| Wis. | 1 | 58 | 56 | 47 | + 4% | + 23% | 17.4 | — |
| **Wyo.** | 1 | 9 | 10 | 10 | **— 10%** | **— 10%** | **33.9** | **—** |

| | One Month 1960 | 1959 | 1958 | 1960 Reg. Rate | 1960 Pop. Rate |
|---|---|---|---|---|---|
| 236. Grosse Pte. Pk., Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 237. Two Rivers, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 238. Henderson, N. C. | 0 | 0 | 1 | 0.0 | 0.0 |
| 239. Covington, Va. | 0 | 0 | 0 | 0.0 | 0.0 |
| **240 Dyersburg, Tenn.** | **0** | **2** | **0** | **0.0** | **0.0** |
| 241. Ecorse, Mich. | 0 | 0 | 0 | 0.0 | 0.0 |
| 242. Maumee, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 243. Fort Thomas, Ky. | 0 | 0 | 0 | 0.0 | 0.0 |
| **244. Los Alamos, N. M.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 245. Moscow, Idaho | 0 | 0 | 0 | 0.0 | 0.0 |
| **246. Milford, Mass.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 247. Westlake, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 248. West Lafayette, Ind. | 0 | 0 | 0 | 0.0 | 0.0 |
| 249. Monroe, N. C. | 0 | 0 | 1 | 0.0 | 0.0 |
| 250. Mansfield, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 251. Bellaire, Ohio | 0 | 0 | 0 | 0.0 | 0.0 |
| 252. Auburn, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 253. Stonington, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 254. Ridgefield Park, N. J. | 0 | 0 | 0 | 0.0 | 0.0 |
| 255. Derby, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| 256. Webster, Mass. | 0 | 0 | 0 | 0.0 | 0.0 |
| 257. Beacon, N. Y. | 0 | 0 | 0 | 0.0 | 0.0 |
| 258. Ashland, Wis. | 0 | 0 | 0 | 0.0 | 0.0 |
| 259. Fairfield, Ala. | 0 | 0 | 0 | 0.0 | 0.0 |
| 260. Watertown, Conn. | 0 | 0 | 0 | 0.0 | 0.0 |
| **261. Killingly, Conn.** | **0** | **1** | **0** | **0.0** | **0.0** |
| 262. Donora, Pa. | 0 | 0 | 0 | 0.0 | 0.0 |
| 263. Rolling Meadows, Ill. | 0 | 0 | 0 | 0.0 | 0.0 |
| All cities in this group | | | | 1.1 | 5.6 |
| 264. Owosso, Mich. | 1 | 0 | 0 | 11.4 | 60.3 |
| 265. Sedalia, Mo. | 1 | 0 | 0 | 11.4 | 56.6 |
| 266. Morristown, N. J. | 1 | 0 | 0 | 11.5 | 67.8 |
| 267. Colton, Calif. | 1 | 0 | 0 | 12.1 | 63.5 |
| 268. Leominster, Mass. | 1 | 0 | 1 | 13.1 | 48.4 |
| 269. Newton, Kan. | 1 | 0 | 0 | 14.2 | 90.9 |
| 270. Greenwood, Miss. | 1 | 0 | 0 | 14.3 | 62.2 |
| 271. Antioch, Calif. | 1 | 0 | 0 | 14.3 | 77.4 |
| 272. Corona, Calif. | 1 | 1 | 0 | 14.4 | 94.5 |
| 273. Livermore, Calif. | 1 | 0 | 0 | 15.2 | 95.2 |
| 274. Watertown, Wis. | 1 | 0 | 0 | 16.5 | 92.3 |
| 275. Bell, Calif. | 2 | 0 | 0 | 19.2 | 130.4 |
| 276. Southington, Conn. | 1 | 0 | 0 | 19.4 | 71.0 |
| 277. Dover, Ohio | 1 | 0 | 0 | 20.2 | 111.1 |
| 278. River Rouge, Mich. | 1 | 1 | 0 | 20.9 | 56.3 |
| 279. North Chicago, Ill. | 1 | 0 | 0 | 22.6 | 66.7 |
| 280. La Salle, Ill. | 1 | 0 | 0 | 25.0 | 99.2 |
| 281. Reidsville, N. C. | 4 | 0 | 0 | 83.8 | 410.3 |
| **CANADIAN CITIES** | | | | | |
| London, Ont. | 0 | 0 | 2 | — | 0.0 |
| Montreal, Que. | 4 | 4 | 10 | — | 4.3 |
| Toronto, Ont. | 8 | 9 | 13 | — | 6.5 |

## CHANGES NAME

The Inter-Industry Highway Safety Committee has changed its name and address. The organization will now be known as the Auto Industries Highway Safety Committee and will have offices at 2000 K Street, N. W. Washington 6, D. C.

According to Charles C. Freed, chairman of the board of directors, the changes were made to identify the committee more closely with its sponsors: Automobile Manufacturers, the National Automobile Dealers Association, Tire Manufacturers, and the National Tire Dealers and Retreaders Association.

The new address will also serve as the headquarters address for the National Vehicle Safety-Check for Communities program, co-sponsored annually by the committee and *Look Magazine*, with the cooperation of the Association of State and Provincial Safety Coordinators.

## MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1959 and 1958

Forty-five states and the District of Columbia have reported their death and injury experience for seven to twelve months of 1959.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1958 to 1959. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

| | Months Reported | Deaths†† 1959 | Deaths†† 1958 | Injuries†† 1959 | Injuries†† 1958 | % Change 1958 to 1959 Deaths | % Change 1958 to 1959 Injuries | 1959 Ratio of Injuries to Deaths |
|---|---|---|---|---|---|---|---|---|
| TOTAL U.S. | ** | 30,916# | 30,494# | 1,292,872 | 1,221,025 | + 1# | + 6 | 42 |
| Ala. | 12 | 821 | 831 | 4,836† | 4,759† | — 1 | + 2 | 6 |
| Ariz. | 7 | 320 | 270 | 5,942 | 5,045 | + 19 | + 18 | 19 |
| Ark. | 12 | 458 | 444 | 3,662 | 3,472 | + 3 | + 5 | 8 |
| Calif. | 11 | 3,236 | 3,163 | 128,639 | 123,161 | + 2 | + 4 | 40 |
| Colo. | 8 | 265 | 242 | 9,019 | 7,818 | + 10 | + 15 | 34 |
| Conn. | 9 | 170 | 165 | 14,817 | 15,662 | + 3 | — 5 | 87 |
| Del. | 12 | 82 | 83 | 2,827 | 2,415 | — 1 | + 17 | 34 |
| D. of C. | 12 | 61 | 62 | 7,918 | 6,941 | — 2 | + 14 | 130 |
| Fla. | 12 | 1,098 | 1,116 | 39,439 | 32,639 | — 2 | + 21 | 36 |
| Ga. | 12 | 978 | 942 | 17,876 | 15,469 | + 4 | + 16 | 18 |
| Idaho | 11 | 197 | 250 | 4,942 | 4,766 | — 21 | + 4 | 25 |
| Ill. | 10 | 1,438 | 1,478 | 83,762 | 80,354 | — 3 | + 4 | 58 |
| Ind. | 11 | 994 | 946 | 33,793 | 32,850 | + 5 | + 3 | 34 |
| Ia. | 9 | 473 | 406 | 13,141 | 14,389 | + 17 | — 9 | 28 |
| Kan. | 11 | 524 | 506 | 14,511 | 14,201 | + 4 | + 2 | 28 |
| Ky. | 12 | 739 | 785 | 15,785 | 15,011 | — 6 | + 5 | 21 |
| La. | 12 | 682 | 765 | 8,934† | 8,485† | — 11 | + 5 | 13 |
| Maine | 12 | 136 | 204 | 6,687 | 7,151 | — 33 | — 6 | 49 |
| Md. | 12 | 521 | 502 | 20,977 | 18,723 | + 4 | + 12 | 40 |
| Mass. | 8 | 348 | 362 | 60,047 | 58,416 | — 4 | + 3 | 173 |
| Mich. | 12 | 1,440 | 1,334 | 64,355 | 56,141 | + 8 | + 15 | 45 |
| Minn. | 12 | 656 | 703 | 28,286 | 26,302 | — 7 | + 8 | 43 |
| Miss. | 7 | 298 | 265 | 4,052 | 3,756 | + 12 | + 8 | 14 |
| Mo. | 12 | 982 | 967 | 12,356 | 11,577 | + 2 | + 7 | 13 |
| Mont. | 9 | 177 | 144 | 2,257 | 2,004 | + 23 | + 13 | 13 |
| Neb. | 11 | 306 | 313 | 9,669 | 8,777 | — 2 | + 10 | 32 |
| Nev. | | | | | | | | |
| N. H. | 12 | 122 | 100 | 5,979 | 5,771 | + 22 | + 4 | 49 |
| N. J. | 10 | 613 | 607 | 55,179 | 48,833 | + 1 | + 13 | 90 |
| N. M. | 11 | 411 | 361 | 5,032 | 4,872 | + 14 | + 3 | 12 |
| N. Y. | 11 | 1,986 | 1,895 | 249,550 | 244,380 | + 5 | + 2 | 126 |
| N. C. | 11 | 1,064 | 967 | 22,424 | 19,441 | + 10 | + 15 | 21 |
| N. D. | 9 | 137 | 109 | 2,206 | 2,043 | + 26 | + 8 | 16 |
| Ohio | 12 | 1,834 | 1,812 | 78,336 | 76,033 | + 1 | + 3 | 43 |
| Okla. | 12 | 639 | 662 | 15,917 | 14,794 | — 3 | + 8 | 25 |
| Ore. | 12 | 487 | 437 | 19,490 | 16,117 | + 11 | + 21 | 40 |
| Pa. | 8 | 1,005 | 1,032 | 55,778 | 58,622 | — 3 | — 5 | 56 |
| R. I. | 9 | 63 | 55 | 6,609 | 6,428 | + 15 | + 3 | 105 |
| S. C. | 11 | 597 | 542 | 9,223 | 9,235 | + 10 | — * | 15 |
| S. D. | | | | | | | | |
| Tenn. | 11 | 674 | 656 | 15,558 | 13,441 | + 3 | + 16 | 23 |
| Tex. | 11 | 2,192 | 2,059 | 66,520 | 58,538 | + 6 | + 14 | 30 |
| Utah | 10 | 167 | 161 | 4,996 | 4,622 | + 4 | + 8 | 30 |
| Vt. | 12 | 89 | 77 | 3,320 | 3,070 | + 16 | + 8 | 37 |
| Va. | 10 | 684 | 683 | 21,329 | 19,579 | + * | + 9 | 31 |
| Wash. | 11 | 485 | 507 | 26,578 | 25,264 | — 4 | + 5 | 55 |
| W. Va. | 12 | 398 | 387 | 8,058 | 7,360 | + 3 | + 9 | 20 |
| Wis. | | | | | | | | |
| Wyo. | 12 | 169 | 137 | 2,261 | 2,289 | + 23 | — 1 | 13 |
| P. R.‡ | 11 | 236 | 264 | 10,866 | 9,302 | — 11 | + 17 | 46 |
| V. I.¶ | 10 | 6 | 4 | 160 | 169 | + 50 | — 5 | 27 |

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1958 figures cover the same reporting period as those for 1959.

*Less than .5%.

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡ Commonwealth of Puerto Rico.

¶Virgin Islands.

# THE SAFETY LIBRARY

**By Lois Zearing, Librarian, NSC**

**Accidents**

Computers and analysis of accident distribution. Robert P. Shumate. *Traffic Digest and Review*, January, 1960, p. 9-14, 40.

(Mechanics used in the method of determining and predicting accidents.)

What does a traffic accident cost? Dayton P. Jorgenson. *Traffic Digest and Review*, December, 1959, p. 8-10, 33-34.

(Illinois is conducting a case study of over 12,000 drivers in an effort to provide information on the cost of an accident.)

**Automobiles**

Why don't they design a safer car? Raymond Schuessler. *Health Magazine*, January, 1960, p. 7-11.

**Commercial Vehicles**

*Bus Facts*, 28th ed. 1959, 52 pp. National Association of Motor Bus Operators, 839—17th St., N.W., Washington 6, D. C.

ICC proposes new regs on accident reporting. *Commercial Car Journal*, January, 1950, p. 170-172, 174, 176, 178-179.

(Proposed changes extend coverage to private carriers, include new procedures, records and reporting forms.)

**Conferences**

*Proceedings of the Fifth Convention—Canadian Highway Safety Conference*, May 4, 5 and 6, 1959. 105pp. Conference, National Office, 272 Somerset St., West, Ottawa, Ont., Canada.

**Drivers and Driving**

Basic factors of safe automobile driving. A. R. Lauer. *Police*, January-February, 1960, p. 57-59.

(Gives basic components of driver behavior to be taken into account in the approach to traffic safety and a reduction in traffic accidents.)

Driver education course offered senior drivers. *MSU Center Letter*, December, 1959, p. 1.

(A group of senior drivers over 65 are being given a series of four weekly sessions.)

Improving written driver tests. B. J. Campbell. *Traffic Digest and Review*, December, 1959, p. 11-13, 24-25.

(Reliability of exams can be raised from present inadequate levels through use of quantitative analysis.)

*Learning to Drive Safely*. A. R. Lauer. Rev. 1960. 136pp. Burgess Publishing Co., 426 S. 6th St., Minneapolis 15, Minn. Price $3.50.

("A text-manual and guide to the science of driving instruction with suggestions for training areas and evaluation techniques for courses in high schools, colleges and teacher training institutions.")

Moral code for motorists. Daniel L. Lowery. *The Liguorian*, February, 1960, p. 1-8.

Rights and liabilities of examiners, instructors in road test accidents. Robert L. Donigan and Edward C. Fisher. *Traffic Digest and Review*, January, 1960, p. 17-18, 31-40.

Should your youngster own a car? Leonard Gross. *Better Homes and Gardens*, February, 1960, p. 10, 12 & 15.

(The ultimate decision reverts to the trust a parent has in his youngster and whether he thinks his judgment is that of a young adult.)

Teaching kids to drive: a good driver-education course can save lives and money, too. *Changing Times*, The Kiplinger Magazine, January, 1960, p. 33-34.

Traffic Immorality — Only Part of the Problem. *MSU Center Letter*, December, 1959, p. 2-4.

(Presented here are some parallel ideas applicable to traffic morality as suggested by Michigan State University faculty member.)

**Enforcement**

Courts and prosecutors are the weak link in preventing drunken driving. Horace E. Campbell. *American Bar Association Journal*, January, 1960, p. 43-45.

(The author states that the difficulty lies in the 0.15 per cent blood alcohol reading beyond which the model chemical test law establishes a presumption of intoxication—as a result most courts treat this as meaning that a driver with 0.14 per cent of alcohol in his blood is a safe driver.)

**Engineering**

*The Application of Traffic Engineering Principles*. R. J. Smeed. 1959. 11pp. The Institution of Highway Engineers, 47 Victoria St., London, S.W.1, England.

(Reprinted from the *Journal of the Institution of Highway Engineers*, 1959, 6(3), 212-21.)

Changing patterns in Grand Rapids. C. L. Simmons. *Traffic Engineering*, January, 1960, p. 21-22.

Signal changes helped the five-way intersection. J. E. Leland. *Street Engineering*, January, 1960, p. 36-37.

**Highways**

Making a safe highway safer. *Engineering News-Record*, Nov. 12, 1959, p. 28.

(A new steel-plate barrier replaces grass dividers on New Jersey Turnpike.)

*The Polishing of Roadstones:* In Relation to their selection for use in road surfacings. D. J. Maclean and F. A. Shergold. 1959. 16pp. The Institution of Highway Engineers, 45 Victoria St., London, S.W.1, England.

(Reprinted from the *Journal of Institution of Highway Engineers*, 1959-6(3) 163-177.)

**Motor Scooters**

States' minimum age and insurance laws. *American Bicyclist and Motorcyclist*, January, 1960, p. 76, 78, 80, 82, 84 and 86.

(This compilation of material gives the regulations governing the operation of motor scooters, motorbikes and light weight motorcycles. It includes all changes as of Sept. 1, 1959.)

**Pedestrians**

New York City's walk-don't walk signals are learning to talk. *The American City*, January, 1960, p. 107.

(The first use in the United States of a synchronized audio-visual signal for pedestrians.)

**Programs**

Detroit's safety story. Edward M. Johnson. *Traffic Digest and Review*, December, 1959, p. 14-16.

(The concluding article on the story of a traffic program that succeeded because there was cooperation between people and coordination between agencies.)

**School Crossings**

"Dear" Crossings in Miami. Vincent E. Grimm, Jr. *Traffic Engineering*, January, 1960, p. 11-12.

(Coined special sign to achieve safer crossings for school children on busy streets and eliminate school guards.)

ADDRESSES OF MAGAZINES MENTIONED

*American Bar Association Journal*
1155 E. 60th St.
Chicago 7, Ill.

*American Bicyclist and Motorcyclist*
461 Eighth Ave.
New York 1, N. Y.

*The American City*
470 Fourth Ave.
New York 16, N. Y.

*Better Homes & Gardens*
1714 Locust St.
Des Moines, Iowa

*Center Letter*
Michigan State University
Highway Traffic Safety Center
D. Wells Hall
East Lansing, Mich.

*Changing Times*
1729 H St., N. W.
Washington 6, D. C.

*Commercial Car Journal*
Chestnut & 56th Sts.
Philadelphia, Pa.

*Engineering News-Record*
330 W. 42nd St.
New York 36, N. Y.

*Health Magazine*
212 E. Ohio
Chicago 11, Ill.

*The Liguorian*
Liguori, Mo.

*Police*
301-327 E. Lawrence Ave.
Springfield, Ill.

*Street Engineering*
22 W. Maple St.
Chicago 10, Ill.

*Traffic Digest and Review*
1804 Hinman Ave.
Evanston, Ill.

*Traffic Engineering*
2029 K St., N. W.
Washington 6, D. C.

## Winter Tests

*From Page 18*

of the teachers are enthusiastic about the project and its continuance next year is under study."

The course used for testing and training consisted of two 1,000 foot straightaways and three 200-foot radius circles which were kept clear of snow since early in December. An ice planer, power sweeper and occasional sprinkling kept the ice smooth. Only part of one day was lost to snow fall during the test period.

Prof. Amos Neyhart, administrative head of the Institute of Public Safety, Pennsylvania State University, regarded as America's pioneer in driver education, spoke at the annual banquet and praised the committee for its research work over the years. He called the current project of inviting high school driver instructors to the tests "outstanding."

"When I look out and see a teacher I know from Iowa, Illinois, or Utah, I don't see just one man, but the thousands of safe young drivers who will learn from him over the years as a result of this training here at Clintonville," Neyhart said.

Neyhart reminded the automotive and governmental engineers and technicians attending that the finest research is of little value unless it is used. He urged the parent committee to double its efforts in getting to the public with the facts learned in the Pine Lake tests.

At the invitation of Ray Prince, who directs the school bus safety program for the Council, Theo A. Sorenson, supervisor of pupil transportation for the Wisconsin Department of Public Instruction, visited Pine Lake to watch the school bus tests. He was accompanied by state patrol officers Ray Wiley and James Peterson who represented State Patrol Commissioner James Karns.

"We plan to use your Pine Lake findings, when they are completed, in our education courses for our bus drivers," he said. "I'm happy to see you running the tests and from what I have seen and learned today, believe school systems throughout the country will benefit from them."

A number of other Council staff members were on hand during the tests, including Harry Porter, Jr. and Daniel G. Reynolds of the traffic department, and Jack Trimble of public information. But the busiest staff man of all was Murray Segal, secretary of the committee, whose lonely responsibility it was to see that all the players in this annual winter ice carnival got out onto the ice on cue.

Howard Pyle, Council president, commended the engineers and traffic safety specialists as they began their work.

"The National Safety Council exists only because men like you and companies and institutions such as you represent are willing to give time and money in the public service," he said.

"Research conducted by your committee in past years has resulted in the saving of thousands of lives. I congratulate you and thank the organizations you represent and those whose contributions of money and equipment make your work possible."

A statement by William A. McConnell of Ford to the Clintonville Rotary club as the tests got underway explains the kind of thinking that makes the committee tick.

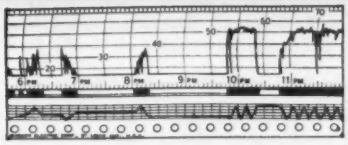
"We join in this enterprise for our part not solely for the purely noble purposes you might suspect—such as getting favorable publicity, conserving customers so they can buy again, or making sure that none of our competitors get any smarter than our own engineers, and thereby make safer cars," he said.

"In the matter of safety, there are no secrets between competitors, and no anti-trust suits from the Department of Justice.

"We participate because tests such as these and gathering of experimental data have been one of the most effective aids in engineering develop-

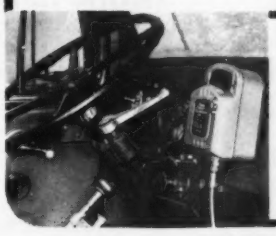
*Turn Page*


NEW 31-DAY "STRIP" CHART
helps truck owners cut operating costs



New WAGNER-SANGAMO
TACHOGRAPH
graphically records truck operations
—up to 31 days—on single chart

This tamper-proof instrument provides a permanent graphic report of every run of each Tachograph-equipped truck. Recorded time of operation, duration of stops, speeds, and distances traveled give you valuable information . . . help you plan better routing, control speed, cut wasted time, and reduce truck operating costs. For details, mail the coupon.



Wagner Electric Corporation
6467 PLYMOUTH AVE., ST. LOUIS 33, MO., U.S.A.
Send FREE copy of Bulletin SU-140.
Name
Company
Address
City & State
We operate _____ vehicles. WS60-4

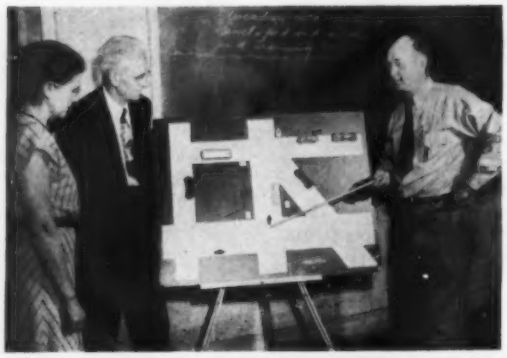
Circle Item No. 5—Reader Service Card

ment, in finding better and safer designs.

"The process is not new. It was described almost 2,000 years ago by a man named Paul, who wrote the test engineer's motto: 'Prove all things; hold fast to that which is good'."

A review of the work of this important committee shows why it has gained its reputation for hard work. Putting the skids under popular fallacies about driving on ice and snow has been one of the many accomplishments since organization of the group back in 1939.

Circle Item No. 6—Reader Service Card



# THE "EYES" HAVE IT . . . .

Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.

The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.

It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

*Write for our folder. It contains full information.*

**MAGNO SAF-T BOARD©** EMIGSVILLE, PA.

# *Speed-watch Twins*

ONE MAN SPEED ENFORCEMENT

**Radar**

- ALL TRANSISTOR
- WEIGHING 8 POUNDS
- DRAWS ON 1.6 AMPS
- LONG OR SHORT RANGE
- TRANSFERABLE FROM ONE CAR TO ANOTHER

**Electric Timer**

- AUTOMATIC OPERATION
- PROVABLE ACCURACY
- FINGER TIP CONTROL
- INEXPENSIVE
- LARGE DIAL

**TRAFFIC HOUSE, INC.**

Marshall, Michigan

Circle Item No. 7—Reader Service Card

For years many drivers of snow belt states believed that letting some of the air out of tires made driving on ice and snow easier and safer. This practice may have been of help with former high pressure tires, but the committee's highly technical studies showed that deflating modern tires below manufacturer's recommendations actually constitutes a hazard since cornering ability is reduced and stopping distance increases.

Tests by the group developed the presently taught practice of pumping brakes to stop safely and under control on slippery surfaces.

Manufacturers have benefitted from research which has been a key factor in the progress made toward producing safer tires for winter driving. One approach was the "Winterized" tire containing "break-out" material such as salt, sawdust, peanut shells, or depending on fine lacerations in the tread for additional gripping qualities. Others contained hard materials imbedded in the rubber — steel chips, steel wool or steel coils intended to bite into the surface. Still others featured deep treads, studs or lugs principally designed for mud or snow.

Committee tests revealed that they performed many functions better than conventional tires, but not enough better to warrant less care or the elimination of tire chains when driving under severe snow and ice conditions.

Present snow tires are rated 28 per cent better than regular tires for starting on glare ice, and 51 per cent better for starting in loosely packed snow.

Reinforced tire chains cut braking distance in half on both snow and ice, according to committee findings. Starting traction is increased seven times on ice and nearly four times on packed snow as compared with regular tires.

Reinforced tire chains, which have projecting teeth or cleats in each cross chain, are very effective on glare ice in reducing braking distances, opposing side skids and increasing forward traction as compared with regular round wire link chains which provide good stop-and-go traction on snow but comparatively poor resistance to side skids, the committee has found.

The committee recommends that motorists have good tires for winter driving, preferably snow tires, and that they use reinforced tire chains for more severe driving conditions.

# NEW... SAFETY EQUIPMENT

***Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.***

## Highway Hazard Warning Planner

This planner takes the guesswork out of the job of providing adequate roadside warning devices along construction sites.

By sliding the inner card through the outer card, every factor governing the placement of signs, flagmen, traffic cones, barricades, lanterns, torches and flashers may be seen at a glance.

The diagram illustrates a typical work area along a curved section of either urban or rural roads. At the left are three boxes: The box at the top denotes road and visibility conditions on the straightaway and on the curve of the roadway; the middle box shows the spacing in feet of the signs, lights and boundary markers for city streets; and the bottom box reveals the same information for rural work sites. The back of the planner has a list of directions plus desirable characteristics of and maintenance tips for warning devices.

**R. E. Dietz Co., P. O. Box 1214, Syracuse 1, New York (Item 41)**

## Driver Training Aid

This new driver training aid was designed for classroom use and helps drivers sharpen their ability to perceive traffic hazards and identify action needed to prevent an accident or a close call.

A filmstrip is used to show traffic hazards as they would appear from the driver's seat of a car approaching a potential danger. Each scene is flashed on a screen for a few seconds, and viewers are asked to spot the hazards and tell the avoidance action they would take.

Three filmstrips have been produced. The first filmstrip is titled "Perception of Driving Hazards—Part I—Urban and Suburban." The second film is titled "Perception of Driving Hazards—Part II—Limited Access Highways" and a third filmstrip showing hazards on ordinary highways and on secondary roads will be released at a later date.

The development of speedy perception and the sharpening of interest in safe driving are the chief advantages of the new technique. It permits teaching an important phase of traffic safety to as many as thirty students at once. This supplements and facilitates the conventional individual training in a car.

**Shell Oil Company, 50 West 50th St., New York 20, N. Y. (Item 42)**

## Radio-Controlled Traffic Signal

A mobile, radio-controlled traffic signal designed particularly for truck crossings and road construction sites is suitable for applications where two-way traffic must be restricted to one lane and must feed in alternate directions, such as at one-way bridges, tunnels, truck entrances, and numerous other hazardous traffic locations. Two of the signals, placed 800 feet apart, and remotely controlled by radio, will provide safe, reliable, and easily recognized traffic signalization.

The one-way lane directional signal consists of a standard single face, two or three-section head equipped with ITE-approved 8⅜" and 12" lenses, and mounted on a portable base containing batteries and control unit. The entire unit is easily moved about on wheels or can be rapidly disassembled for transportation. Control is accomplished either by push-button cable, or by means of a hand-sized radio transmitter.

**Porta-Signal Division, Dryomatic Corp., 806 N. Fairfax Street, Alexandria, Virginia (Item 43)**

## E-Z Lift Towbar

This lift simplifies hooking on to a tow as there is no jacking or use of chains, cables or attachments and the whole operation can be accomplished in from one to three minutes.

The towed vehicle will not sway, roll or bump against the wrecker and there is no slack in lift at speeds of up to 75 miles per hour.

The manufacturer claims that it is the only lift made that tows torsionaire cars at car level. It will pick up a vehicle at any angle. Since there are no chains or cables the wrecker operator does not have to crawl underneath a car to attach the towbar.

**Sprague's E-Z Lift Towbar, Inc., 285 Monroe Ave., Memphis, Tenn. (Item 44)**

# SAFETY PRODUCT LITERATURE

## Street Name Signs

A Catalog designed to ease the task of engineers and executives responsible for planning street sign name programs, has just been issued by California Metal Enameling Co., 6904 E. Slauson Ave., Los Angeles 22, Calif. Planned as a working kit, the catalog not only describes the standard signs in detail, but includes specification sheets on sign hardware and Cameo's new reflectorized process, Porcelite, which is available at buyer's option on its street name signs.

For more details circle No. 81 on enclosed return postal card.

## Speedometer Safety Device

A new highway safety device in a calibration scale that converts truck speedometer readings from miles-per-hour to feet-per-second. The Scale, called "Saf-T-Strip," mounts permanently on the face of the speedometer or tachograph dial. At any given speed, the driver of the vehicle is constantly aware of the feet-per-second his vehicle is traveling. Literature gives full details. Speedo-Tach Service, Inc., 1926 E. 7th St., Los Angeles 21, Calif.

For more details circle No. 82 on enclosed return postal card.

## Traffic Marker

Glo-Line, Inc., 11 E. Englewood Ave., Englewood, N. J., has issued a brochure describing a permanent type traffic marker called "Glo-Line" which is available in both white and yellow, is non-skid, self-cleaning, refracts light, and is easy to apply. Glo-Line glows at night to give the most efficient visability. It can be applied to any road surface, concrete, asphalt or wood.

For more details circle No. 83 on enclosed return postal card.

## Audio Amplifier

General Electric Communication Products Dept., Lynchburg, Va., has issued Bulletin ECR 594-C on the company's 25-watt audio amplifier. The publication shows how the equipment may be used as a P. A. system, a mobile radio amplifier, and a siren amplifier. Transistors are used in the circuitry.

For more details circle No. 84 on enclosed return postal card.

## Emergency Light Guidebook

Over 100 powerful, dependable and durable warning vehicle, panic and hand lights are illustrated and described in this complete line emergency light catalog offered by Carpenter Mfg. Co., 625 Bradley St., Somerville 45, Mass.

For more details circle No. 85 on enclosed return postal card.

## High-Frequency FM Radio Monitoring Receiver

This receiver is crystal-controlled and fully transformer-powered and features long-range reception, excellent sensitivity, and low cost. It is designed for use by any city official, fire or police chief, who wants to listen to the two-way messages from his radio-equipped vehicles. Literature gives full facts. Plextron Corp., Overton, Neb.

For more details circle No. 86 on enclosed return postal card.

## Every Vehicle Supervised

Bulletin SU-3E devotes 12 pages to the Tachograph, a precision instrument that records vehicle speed in mph., or engine rpm., distance traveled, or total revolutions, running, idling or stopping of engine. It is used to determine whether or not vehicles are operated at their maximum efficiency. Wagner Electric Corp., 6400 Plymouth Ave., St. Louis 14, Mo.

For more details circle No. 87 on enclosed return postal card.

## Solves More Traffic Signal Problems

Bulletin D-165 introduces the new Model R-D-2 radar vehicle detector, and shows how it meets requirements of all types of traffic-actuated signal controllers. Mounting, beam width, operation, maintenance are included in the discussion. Automatic Signal Division, Eastern Industries, Inc., Norwalk, Conn.

For more details circle No. 88 on enclosed return postal card.

## Flashers, Lanterns and Torches

Catalog No. 55 presents a complete line of hazard warning and portable lighting equipment, and gives tips on how to use and properly maintain them. Of particular interest will be the new No. 680 long-distance warning light with 8" lens. R. E. Dietz Co., 225 Wilkinson St., Syracuse 1, N. Y.

For more details circle No. 89 on enclosed return postal card.

## Protect Parking Meter Collections

Police traffic departments and city finance divisions can now safeguard parking meter collections with coin bag seals used by over 6,000 leading banks throughout the country. Super TEK-TIV coin bag seals are very low in cost, come ready for instant use, and offer unfailable security. For details and free sample, write Security Seal Co., 144 West 27th St., New York 1, N. Y.

For more details circle No. 90 on enclosed return postal card.

## Traffic Line Marking

This 3-shoe unit does any type of multiple traffic striping job. It can put down three stripes simultaneously; 2 yellow and one white; two white and one yellow; three yellow or three white. Shoes from 2" to 6" can be applied. The #360 Unit does a very creditable job at approximately two miles per hour and handles easily. Literature gives full details. Fencpainter Div., 4911 S. Racine Ave., Chicago 9, Ill.

For more details circle No. 91 on enclosed return postal card.

## Street Name Signs

A two-piece, cast-aluminum street sign bracket, being rustproof, requires no maintenance, according to literature from U. S. Standard Sign Co., 878 Ogden Ave., Toledo 9, Ohio. Special brackets are available for 45° installation of street signs angled at intersections. The lower section may be used alone for mounting double-faced signs of various types.

For more details circle No. 92 on enclosed return postal card.

## For Isolated Intersections

Latest addition to the Crouse-Hinds traffic control line is a traffic controller for intersections not requiring multi-purpose control systems. It's a two-movement, electronic "fixed time" controller with six signal circuits and four intervals in the color sequence. Bulletin 2720 gives full details on this FT-300 series. Crouse-Hinds Co., Syracuse 1, N. Y.

For more details circle No. 93 on enclosed return postal card.

## For Better, More Economical Street Signs

Minnesota Mining & Manufacturing Co., St. Paul 6, Minn., has made available information on an automatic sign applicator that can be used by municipal crews to refurbish traffic signs, reflectorize street name signs, and make bridge markers more quickly and at lower cost.

For more details circle No. 94 on enclosed return postal card.

## Highway Signs

Traffic and safety signs of every description—stop, speed limit, parking, directional, barricade, flashers, warnings—are the subject of a new folder released by Eastern Metal of Elmira, Inc., 121 Harrison St., Elmira Heights, N. Y., which makes a complete line of reflectorized aluminum and steel traffic and safety aids.

For more details circle No. 95 on enclosed return postal card.

## Fluorescent Safety Paint

The Lawter Chemicals, Inc., 3552 Touhy Ave., Chicago 45, Ill., have made available a color brochure on HI-VIZ fluorescent colors that make street signs, waste containers, fire hydrants, warning barricades, emergency vehicles, etc., 4 times brighter.

For more details circle No. 96 on enclosed return postal card.

## A Scooter for Municipal Use

A recent addition to the motor scooter market, the highly maneuverable, well-balanced 2-wheel Topper offers high fuel economy—up to 100 miles per gallon. It lends itself nicely to parking meter service and other municipal chores, and offers both comfort and safety to the operator. Literature gives full details. Harley-Davidson Motor Co., Milwaukee 1, Wis.

For more details circle No. 97 on enclosed return postal card.

## Legislative Hopper

*From Page 27*

belts used in vehicles. *H. 2429 and S. 1844* —require that vehicles manufactured after June 30, 1961 be equipped with safety belt for each passenger and fix specifications for such belts. *H. 2723*—makes it unlawful to operate vehicle manufactured after Oct. 1, 1960 unless seats are equipped with belts. *H. 2724*—makes it unlawful to operate vehicle registered in state after Oct. 1, 1961 unless seats are equipped with safety belts.

### Chemical Tests—Drunk Driving—Narcotic Drugs

**New Bills Introduced**

**Arizona**—*H. 11*—provides one to 10 year mandatory prison sentence upon conviction of drunk driving.

**Kentucky**—*H. 5*—adds minimum of five days imprisonment for first conviction of drunk driving. *H. 55*—prohibits operation of vehicle on public highway by person under influence of whiskey or narcotics.

**Massachusetts** — *H. 582* — provides for certain tests to determine alcoholic content of blood of person accused of drunk driving. *H. 1865*—amends penalties for drunk driving and provides for use of chemical tests. *H. 1866*—increases penalties for drunk driving. *H. 1880*—authorizes ABC Commission to direct posting of sign relating to drunk driving on premises where intoxicating beverages are sold. *H. 2401*—requires advising person accused of drunk driving of right to be examined by physician.

**Michigan**—*H. 41*—relates to presumption of intent to give permission for chemical tests of body fluids in drunk driving cases.

**New Jersey**—*H. 226*—amends several statutes to conform with drunk driving law. *H. 230*—makes general revision of drunk driving law. *S. 57*—makes vehicle registration applicant consent to chemical tests if suspected of drunk driving as condition precedent to issuance of license plates. *H. 248*—prohibits restoration of driver license during pendency of appeal from drunk driving conviction. *H. 220*—requires driver license applicant's consent to chemical tests if accused of drunk driving as condition to obtaining driver license. *H. 342* —permits drawing of certain inferences upon refusal of driver to submit to tests when accused of drunk driving.

**New York**—*S. 272*—makes it presumptive evidence that vehicle is operated in culpably negligent manner if operator was under influence of intoxicating liquor. *H. 376*—makes it traffic infraction to operate vehicle when ability is impaired by consumption of alcohol and fixes at more than 5/100ths of 1 per cent amount of alcohol in blood necessary for conviction. *H. 874* —makes it misdemeanor to operate vehicle while under influence of certain narcotic drugs. *H. 893*—makes it relevant evidence of criminal negligence when driver has alcohol in blood exceeding 5/100ths of 1 per cent and less than 15/100ths of 1 per cent. *H. 897*—provides that person found unconscious at scene of accident shall be deemed to have given consent to blood test. *H. 1002*—amends penalties for drunk driving. *H. 1023*—makes person guilty of assault in second degree who operates or permits operation of vehicle in culpably negligent manner or while under influence of liquor.

*H. 1035*—fixes punishment for conviction of driving vehicle while in intoxicated condition. *H. 1062*—permits admission as prima facie evidence of reckless driving of evidence that there was more than 5/100ths of 1 per cent of alcohol in blood of vehicle operator. *H. 1113* and *S. 817*—permit revocation of driver license and vehicle registration for use of certain drugs and require that drug prescription contain a warning as to driving after use. *S. 638*—makes person guilty of traffic infraction who operates vehicle while ability to so operate is impaired by alcohol. *S. 692*—recodifies provisions relating to reckless driving and drunk driving. *S. 1051*—amends penalties for drunk driving. *H. 2172*—makes it misdemeanor to operate vehicle while under influence of narcotic drug. *S. 1699*—fixes penalty for operating vehicle while in intoxicated condition. *S. 1827*—provides that penalty imposed by justice of peace for drunk driving shall be property of state. *H. 2554*—relates to drunk driving. *H. 2729*—makes it misdemeanor to operate vehicle while under influence of narcotic drug that renders driver incapable of safe driving.

### Motor Scooters-Motorcycles

**New Bills Introduced**

**Arizona**—*H. 5*—repeals section that permitted issuance of restricted licenses of motor scooters to 14-15 year olds.

**Massachusetts**—*H. 2097*—requires drivers of motor driven cycles to wear iridescent clothing at night.

### Miscellaneous

**New Bills Introduced**

**Federal**—*H. 9551*—provides for issuance of special postage stamp in recognition of governmental and private efforts to promote highway safety.

**Georgia**—*H. 778*—requires opening and closing of vehicle doors on side closest to curbing.

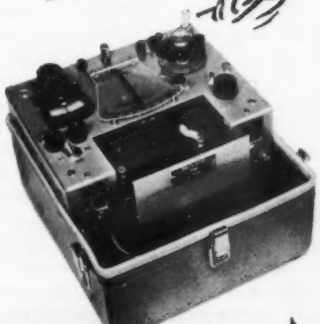
**Illinois**—A traffic engineering professor at the University of Illinois, John E. Baerwald, has recommended removal of all state slogans from license plates. He has advised Secretary of State Charles F. Carpentier, that all states should enlarge the standard license plate from 12 by 6 inches to 14 by 6 inches.

**Kentucky**—*H. 133*—authorizes construction of drag strip racing facilities in Kentucky State Park.

**Massachusetts**—*S. 44*—establishes a no-fix method of enforcing motor vehicle laws. *H. 1846*—provides for study of traffic safety.


**The BORKENSTEIN BREATHALYZER**

***"strengthens the hand of the LAW!"***



Scofflaws, or their attorneys, cannot flout the testimony of the BORKENSTEIN BREATHALYZER. This instrument is quick, accurate and foolproof, providing a permanent, unalterable record—with fingerprint—for documentary evidence in court. It is an infallible means of conviction—or exoneration—in suspected "under-the-influence" cases.

The BREATHALYZER was designed by an internationally known authority on chemical breath testing, Professor Robert F. Borkenstein, Chairman of the Department of Police Administration, Indiana University—formerly Director of the Indiana State Police Laboratory.

The unit is easy and inexpensive to operate, requires little maintenance, and its simple principle and design are readily understood when explained in a court room.

**Send coupon for information or free demonstration.**

STEPHENSON CORPORATION
RED BANK NEW JERSEY

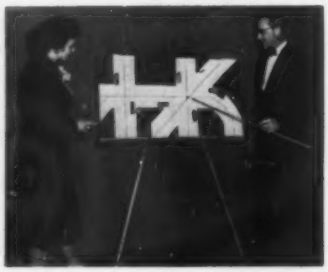
STEPHENSON CORPORATION, Red Bank, New Jersey
☐ Please send me Bulletin "J-25"
☐ Please arrange for demonstration
NAME_____
TITLE_____
STREET_____
CITY_____ STATE_____

Circle Item No. 8—Reader Service Card

Circle Item No. 9—Reader Service Card

**MAGNETIC**

**"VIZ-U-LIZER"**



Board consists of (3) interchangeable sections—14" x 22" each—Enables you to simulate various intersections. Back has replica of 4 lane highway and blackboard surface for special situations.

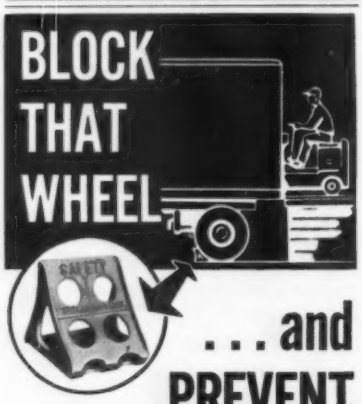
World-wide acceptance by driver education instructors, insurance adjusters, lawyers, magistrates and safety engineers.

Scale model vehicles and traffic equipment supplied.

**For details write**

**SALES AID CO.**
**354 Nassau St.**
**Princeton, N. J.**

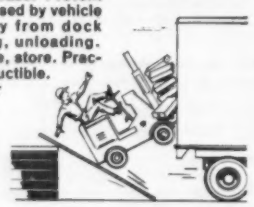
**BLOCK THAT WHEEL**



**. . . and PREVENT THIS!**

Safety Wheel Blocks are light, strong, tough because they're **STEEL CASTINGS.** Hold heavy trucks, trailers with ease. Prevent accidents caused by vehicle moving away from dock while loading, unloading. Easy to handle, store. Practically indestructible. Stocked for Immediate Delivery

**$10.95 ea.** 1-5 Blocks
**$9.95 ea.** 6 or more
F.O.B. Hammond, Ind.



Order now for immediate delivery! Write for illustrated catalog.

**CALUMET STEEL CASTINGS CORP.**
1636 SUMMER STREET • HAMMOND, INDIANA

Circle Item No. 10—Reader Service Card

## The Prosecutor

*From Page 14*

ported by the evidence, but as yet this widespread and popular saying pertaining to drunkenness has not been officially adopted as the law in Oklahoma."

Thus one of the important duties of the prosecutor is to get across to the judge and jury the legal meaning of the phrase "under the influence of intoxicating liquor," so that they will not be considering the defendant's guilt or innocence according to standards of *drunkenness* as popularly understood. Needless to say, the prosecutor must be thoroughly familiar with the law on this point as well as every other facet of the case. As the late Arthur T. Vanderbilt, Chief Justice of the New Jersey Supreme Court once wrote:

"The test of the advocate is very real and always immediate. He must be prepared to bring all of his forces into action at a moment's notice. It will not avail him to know the facts of his case or the rules of law applicable thereto tomorrow."

### Use of Chemical Test Evidence

A substantial majority of the states now have enacted legislation recognizing the "presumptive levels" of alcoholic influence, thus eliminating many questions of admissibility. Still chemical tests in and of themselves are not a panacea for the problem of convicting persons charged with driving while under the influence of intoxicating liquor. There is a tendency on the part of some prosecutors (and others) to use the presumptive level of .15 per cent as the determining factor in placing charges of this nature. Unless the suspect's test shows him to have a blood-alcohol concentration of at least .15 per cent the charge will be changed to some other offense, or dropped entirely.

Thus instead of using the test result as a presumptive determiner of *condition-cause* and its extent, it is made to function as a determiner of guilt or innocence, regardless of the presence of the ordinary observable indicia of inebriation which in the days before chemical tests would have been held amply sufficient for conviction. As Robert L. Donigan well says in *Chemical Tests and the Law:*

"But it is ridiculous to contend that this level is an arbitrary dividing line —that a person on one side of it is under the influence of intoxicating liquor and that on the other side of it, he is a sober, safe, and competent driver. . . .

"It is regrettable that in some communities with chemical test programs, the traffic law enforcement agencies or prosecutors have established a policy that drivers with a blood alcohol concentration of less than 0.15 per cent are not to be prosecuted for driving while under the influence, regardless of how badly impaired the driver may seem to be or how high his level of blood-alcohol concentration may be. This indicates a complete misunderstanding on the part of persons responsible for such a policy as to the meaning of the 0.15 per cent presumptive level. If it is obvious through clinical symptoms tests that a motorist's driving ability has been impaired through the use of intoxicants and a chemical test shows his blood alcohol concentration is in that zone between 0.05 and 0.15 per cent, he also should be required to face the corrective action of a court of law. He is just as much a potential danger on the highway as the person whose blood alcohol concentration has reached a level of 0.15 per cent or more. . . . "

It is true, unfortunately, that in some places chemical test results are being used to defeat justice in the manner outlined. Whether such policy is based on "misunderstanding" or other motives is beside the point here. The net effect is to weaken the enforcement arm and pervert the effect and function of such evidence into an obstacle rather than the valuable aid it should be.

### Driving or Operating

Time was when the offense was commonly defined in terms of *driving* a vehicle, and this meant the car must have been *in motion* by virtue of defendants's acts of control. Because of the difficulties frequently encountered in proving this fact, the lawmakers substituted the broader term—*operating*—in the definition, and this merely required proof that the accused was in some way handling or manipulating the controls. Thus the offense was made out even though the vehicle was standing still, or was being towed or pushed by another car.

The later definition, following the Uniform Vehicle Code is even broader,

requiring only that the accused be shown to have been in *actual physical control* of the vehicle. Obviously this includes *driving* as well as *operating*, implying the present physical ability on the part of the accused to control the car, whether to regulate or restrain its movement, *whether he is actually doing so or not.* The ability to "assert dominion" is the deciding factor under these definitions.

It seems to be the idea in some quarters that unless it can be shown by direct eye-witness testimony of someone who actually *saw* the defendant operating the vehicle, the case cannot be made. This requirement of actual observation of a crime in process of commission obviously would stall the wheels of justice if applied to a wide category of other crimes, customarily committed in secret. Eye-witnesses to such offenses as burglary, arson, murder or forgery are a rarity, but the books are full of cases in which convictions obtained on circumstantial evidence are upheld.

This is another highly important branch of the law with which the diligent prosecutor must be familiar. It is not true that the accused must have been *seen* operating the vehicle. Case after case in which this element has been convincingly established by surrounding circumstances are found in legal articles and texts, and the prosecutor who is not cognizant of these authorities has left one of his best weapons at home.

In the non-accident case, where the driving is observed by the arresting officer who immediately stops the accused, neither identity nor condition ordinarily offers any special difficulty. This arises in accident cases, the one-car collision with a pole or tree, the drunken motorist in his stalled car, or the crash in which the principals become separated from their vehicles following the impact and questions arise as to the identity of the actual operator. Circumstances here play an important part in the case.

While the prosecutor owes to his client, the public, the duty of preparing and presenting its cases fully and forcefully, this does not mean he must overstep the bounds of propriety in so doing. He must not become so immersed in his case as to lose sight of objectivity or fairness. Overzealousness and vindictiveness on the part of a prosecutor will often react in favor of the accused, who already occupies the role of underdog in the eyes of some of the jury. Merely because the charge is a serious one, or because the people are exercised about it, is no excuse for tactics of persecution. As Judge Sherman of the Saratoga County Court (New York) said in such a case:

"All of us are concerned about the operation of motor vehicles by intoxicated drivers. No longer should the traveling public be exposed to these potential killers. Every effort should be made to eliminate inebriated operators and to punish them for violations of the law, *but it must be done in a proper and legal manner.*"

The prosecutor must ever keep in mind that

"The primary duty of a lawyer engaged in public prosecution is not to convict, but to see that justice is done."

The wise prosecutor will not lean very heavily upon his gift of oratory to win cases of this kind. He will depend upon diligent, painstaking preparation, for whether his case is tried to a court or a jury, his visible efforts in court are but a small part of his work. "Like an iceberg, only one ninth shows." In plain language, he will devote the same degree of effort toward his side of the case that assiduous defense counsel will devote to his. Handling such matters in a routine manner, with but perfunctory advance attention to details, is to invite the adverse verdicts for which he sometimes blames the jury, or the police.

Driving while under the influence of intoxicating liquor can no longer be regarded as a petty traffic offense, even though defined by city ordinance in states where a prosecution for an ordinance violation is considered in the light of "a civil action to recover a penalty." There is to be noticed a distinct trend in recent court decisions which recognizes that the heavy penalties, including loss of driving privileges, which have been widely prescribed for this offense take it out of the class of cases which can be tried without a jury and established merely by "a preponderance of the evidence." Our lawmakers have made it one of the most serious offenses commonly encountered in this day and age, at least from the standpoint of the sanctions and penalties it entails.

Circle Item No. 11—Reader Service Card

**Incon's STROLMETER has time-saving and safety features heretofore never realized in conventional measuring devices. It is an accurate, compact instrument used in police accident investigation.**

**A simple compact device with which one man may measure distance quickly without creating a traffic hazard. In accident investigation this instrument is without equal.**

**1,000 ft. Meter.....$17.50**
**Quantity prices on request.**
**FOB Hayward, California**

**INCON INC.**
**BOX 33**
**SAN LORENZO, CALIFORNIA**

**SCHOOL SAFETY!**

**. . . YOUR CHILDREN'S SAFETY is our BUSINESS**

**GRAUBARD'S** Equipment is nationally known as the school safety equipment "That Promotes Safety." It does this by fulfilling both of the conditions essential to a really effective Safety Patrol.

**FIRST,** it gives each patrol member a definite sense of reponsibility and a pride in doing his job well.

**SECOND,** being "Standard Equipment" it is recognized by school children and motorists alike, assuring their respect and cooperation.

**Write today**

**for 1960 Catalog and Complete Information and prices.**

**GRAUBARD'S**
**236 HIGH STREET**
**NEWARK 2, NEW JERSEY**

Circle Item No. 12—Reader Service Card

## Bus of Tomorrow

*From Page 33*

The master switch is a simple dial which controls all the electrical units.

National Safety Council figures for 1958 indicate that 1,350,000 people were disabled and 37,000 people were killed in motor vehicle accidents. The Travelers Insurance Co. reports that since the automobile first appeared on the American scene, more than 60,000,000 people have been crippled or killed on our roadways.

Our mounting highway accident toll is a matter of national concern. More than ever before, safety is becoming an increasingly important factor in the public mind.

A study made in 1958 by the San Diego Transit System of all passenger injury accidents in transit vehicles compared to all passenger injury accidents of other vehicles disclosed that in San Diego, transit operated 1,797,000 passenger miles per injury compared with 207,000 passenger miles per injury for the automobile. By this comparison, the transit passenger in San Diego is nine times safer in a bus than in a car.

Collision accidents, which usually develop more serious injuries, presented an even more dramatic comparison.

Considering only those injuries incurred by transit passengers in collision accidents, San Diego found that transit passengers traveled 8,700,000 passenger miles per passenger injury, which shows transit to be 42 times safer than the auto.

Since so many of the innovations of this new transit coach have been designed with safety in mind, it is very likely that the safety ratio of transit over the private auto will increase even more.

Urban transit offers far more safety and freedom from worry, and at the same time improvement in traffic congestion and hazard on the busy streets by transporting 30 to 40 times as many people per vehicle, as compared with the private automobile.

Certainly, as we approach the future, the consideration of safety is going to have a greater influence on the passengers' choice of transportation than it has in the past . . . and transit is ready, now, to offer a superior advantage.

## President's Committee

*From Page 11*

communities, of adequate and uniform accident reports, and use of this information to determine needs and corrective actions.

6. Stimulation of construction of new highways, and rehabilitation and maintenance of those now existing, using the best engineering techniques to insure maximum safety.

7. Periodic inspection of all motor vehicles.

8. Nationwide instruction of young people in driving practices and attitudes.

9. Progressive improvement of motor vehicle design and construction to afford greater ease in safe operation and greater protection for occupants.

All of these elements call for a greater degree of continuing voluntary coordination among all public officials who have responsibilities in the field of traffic, and among private organizations engaged in traffic safety work, the Committee said.

It pointed out that the need for activating these tested techniques is urgent, not only in dealing with the critical situation of the immediate present, but in coping with the even more worrisome developments of the immediate future.

"With conscientious application of the Action Program by public officials in all states and communities, and with organized public support for this official action, the people of this nation can avoid paying, each year, so high and needless a cost for traffic accidents," the report concluded. "By these means, our streets and highways can be safer channels of efficient traffic movement; without them, they will be corridors of death and chaos."

## Coming Events

*From Page 6*

**May 5-7, Richmond, Va.**

Twenty-sixth Annual Conference of the Virginia Safety Association (Hotel John Marshall). Contact Hiram M. Smith, Jr., Virginia Safety Association, 2501 Monument Ave., Richmond 20, Va.

**May 6, Denver, Colo.**

Annual Traffic Safety Conference for State of Colorado (State Capitol Bldg.) Contact Duke W. Dunbar, chairman Colorado Highway Safety Council, 14 State Museum Bldg., Denver 2, Colo.

## ADVERTISER'S INDEX


Calumet Steel Castings Corp..... 48
Carpenter Mfg. Co..... 6
Flex-O-Lite Co. .....B.C.
Graubards, Inc. ..... 49
Harley-Davidson Motor Co..... 3
Incon, Inc. ..... 49
Magno Saf-T-Board ..... 44
National Safety Council I.F.C-I.B.C.
Rockwell Mfg. Co.....4-5
Sales Aid Co..... 48
Stephenson Corp. ..... 47
Traffic House, Inc..... 44
Wagner Electric Corp..... 43
West Side Iron Works..... 6


## Men's Groups

*From Page 22*

problems and needs in the traffic field and suggested some specific ways in which volunteer men's groups can help. Phil Dykstra, manager of the home safety department, and Ralph Kuhli, manager of the public safety department, gave the same information on their fields.

A discussion and question period followed. During this period it was agreed that men's service organizations could make a significant contribution to the safety movement if they adopted a unified approach. It was decided that in order to carry out such an approach it would be necessary to:

1. Set up priorities in safety activities.

2. Conduct an educational campaign to show member organizations how to plan and execute a safety program.

3. Provide materials to aid in actual program planning.

The men's organization representatives voiced an intent to look to the Council for reliable and authoritative information on accident prevention. They said they wanted a postive public education role, not a passive "public support" role. They specifically asked for guide lines on community organization for their large numbers of small town clubs.

The Council's field service department is producing a pamphlet to answer this latter request.

# *Use the* READER SERVICE POSTCARDS

- **to obtain information on advertised products**
- **to obtain material on new products and literature**
- **to order subscriptions to TRAFFIC SAFETY**

**Here's how to use card #2—the first set of numbers is keyed to products advertised throughout the magazine, the second set to items shown in the New Product section and the third set to the Safety Products Literature section. Simply circle the number of any item in which you're interested and we'll ask the manufacturer to send you full information without obligation. No postage is required when the card is mailed in the United States.**

## *Advertised Products*

—are included for your benefit to help you solve accident problems. To get full information on a product in which you are especially interested, circle the corresponding page number on the Reader Service Postcard.

## *New Safety Equipment*

—shown in the special section, has been carefully reviewed. Only new products or newsworthy improvements in existing equipment are considered eligible for inclusion in this listing.

## *Safety Product Literature*

—are catalogs, brochures, spec sheets and booklets describing equipment and services to help you solve your traffic safety problems. You can build a valuable reference file with these free publications.

IMPORTANT—Be sure to fill in your name, organization and address in the space provided on this side of the post card.

*1*

**APRIL, 1960**

Prices are subject to a 10% discount to National Safety Council Members

| | 1 | 2 TO 9 | 10 TO 99 | 100 TO 999 |
|---|---|---|---|---|
| Subscription (12 issues) ea..... | $4.50 | $4.00 | $3.50 | $2.80 |

*(Add $.70 per subscription for foreign except Canada and Pan American Union)*

U.S. GOVERNMENT INSTALLATIONS NOTE—This item has been approved for purchase by the Federal Supply Service. DO NOT USE THIS ORDER FORM. Refer to "Price list of N.S.C. Materials to U.S. Government Agencies."

Send _____ subscriptions to Traffic Safety (311.01)

In ordering subscriptions for members of your staff attach separate sheet showing names and addresses so that we can send their magazine directly to them each month, without delay.

All prices shown are based on a single order for delivery in one shipment to one destination (one shipment per month on annual subscriptions). Quantities are not cumulative over a period of time, or for a number of locations, to obtain quantity prices.

SEND INVOICE TO: MY ATTENTION ☐ COMPANY ☐

NAME.....

POSITION.....

COMPANY.....

ADDRESS.....

CITY & STATE.....

*2*

**APRIL, 1960**
**(good until July 31, 1960)**

**PRODUCTS ADVERTISED**

**1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20**
**21 22 23 24 25 26 27 28 29 30 31 32 33 34 35**

**NEW SAFETY EQUIPMENT**

**41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60**

**SAFETY PRODUCT LITERATURE**

**81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100**

NAME.....

POSITION.....

COMPANY.....

ADDRESS.....

CITY & STATE.....

# *The advertising pages of Traffic Safety*

## . . . your guide to products of importance to your safety program

Keep up-to-the minute on all the latest advances in traffic and transportation safety products and services through the advertising pages and new equipment editorial features in Traffic Safety.

Should you want additional information or special consultation on your specific problems, don't hesitate to write to the manufacturers. They welcome your inquiries and will answer your questions without obligation.

Although the Council does not test or examine the products advertised or mentioned in the editorial features, staff engineers and technicians review all product information in an effort to determine that descriptions and performance claims are accurate. It should not be construed, however, that commercial products are approved or endorsed by the National Safety Council.

FIRST CLASS
PERMIT No. 834
CHICAGO, ILL.

BUSINESS REPLY CARD
No Postage Stamp Necessary If Mailed in the United States

5c—POSTAGE WILL BE PAID BY—

*Reader Service Department*

**TRAFFIC SAFETY**
425 NORTH MICHIGAN AVENUE
CHICAGO 11, ILLINOIS

FIRST CLASS
PERMIT No. 834
CHICAGO, ILL.

BUSINESS REPLY CARD
No Postage Stamp Necessary If Mailed in the United States

5c—POSTAGE WILL BE PAID BY—

*Reader Service Department*

**TRAFFIC SAFETY**
425 NORTH MICHIGAN AVENUE
CHICAGO 11, ILLINOIS

**Before you mail your Reader Service Postcard . . .**

# TAKE ANOTHER LOOK AT

- **the ADVERTISING pages**
- **the NEW SAFETY EQUIPMENT section**
- **the SAFETY PRODUCT LITERATURE section**

**Make sure that all the items you want to know about are circled . . . check to make sure that your name, organization and address are printed on the reverse side of the postcard . . . THEN mail it today.**

## FOR SAFER SCHOOL BUS OPERATIONS

### THE NATIONAL SAFETY COUNCIL

# SCHOOL BUS SAFETY SERVICE

**A newly revised service to assist school organizations establish effective driver safety programs.**

**For the individual driver:** provides "Safe Driver Magazine" and "Driver Letter" each month; makes drivers eligible for NSC Safe Driver Awards . . . "Nation's highest award for professional safe driving performance."

**For the school bus supervisor:** provides manual on organization of safety program, school bus safety newsletter, and other literature pertaining to safe school bus operation.

Write today for brochure and sample copies of material on this service that can help you achieve safer school bus operations.

---

**Write to NATIONAL SAFETY COUNCIL, 425 N. Michigan Ave., Chicago 11, Ill.**

**PLEASE SEND ME A DESCRIPTIVE BROCHURE AND SAMPLE COPIES OF MATERIALS INCLUDED IN THE SCHOOL BUS SAFETY SERVICE.**

**Name** _____ **Title** _____

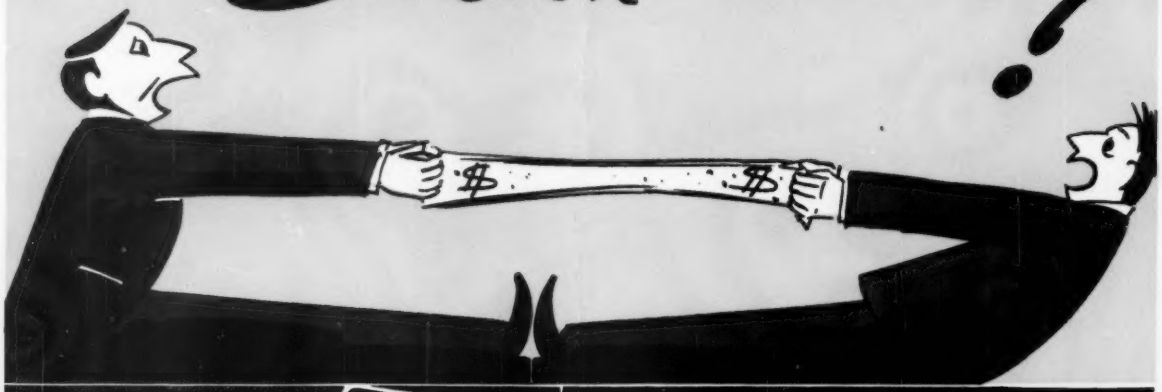
**Organization** _____

**Address** _____

**City** _____ **Zone** _____ **State** _____

**Number of drivers** _____

# TRYING TO *Stretch* YOUR SIGN BUDGET?



## Reflectorize with *Lead-Free* No. 831 (High Index) and UB 68 (Medium Index) Sign Kits

Write today for free booklet. Contains test and specification data, application procedures, and other helpful information.

If you're in a sign budget dilemma, you'll solve your problem more readily with optical quality No. 831 and UB 68 Reflective Glass Beads. No. 831, best for white and yellow signs, and UB 68, for application in the darker pigmented colors, are *lead-free* . . . won't turn dark, provide extra reflectivity throughout a longer life for greater safety and economy.

Bead budgets go farther . . . the result of better research and engineering and advanced methods of manufacture. And with today's overall improvements in quality, gradation, and application techniques, you have the combination that spells better reflectorized signs for less—with *whitest white, lead-free, optical quality* glass beads by Flex-O-Lite. Write for details.

FLEX-O-LITE

**FLEX-O-LITE MFG. CORPORATION**

8301 FLEX-O-LITE DRIVE • P. O. BOX 3066 (AFFTON BRANCH)

ST. LOUIS 23, MISSOURI

Circle Item No. 13—Reader Service Card